

AUTOCAR

FIRST FOR CAR NEWS AND REVIEWS

18-PAGE SPECIAL

BRITAIN'S BEST DRIVER'S CAR

This year's best-handling cars scrap on road and track



★★★★★

New Porsche 911 driven
Ruined by turbos? No – it's even better

Can £64k
Porsche beat
£315k Lambo?

Is Ariel's Nomad
really a match
for the 488 GTB?

Starring Ferrari, Lotus, Mazda, Merc and more

Scoop: radical electric Jag ● £165k Rangie tested ● Used buys that'll make money



11 November 2015 | BMW 730Ld





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PEUGEOT



MOTORTRADER
INDUSTRY AWARDS

BEST CAR MAKER
OF THE YEAR
2015

What a nice surprise. But then again this is the third time in six years that Motor Trader have voted Hyundai Best Car Maker of the Year. Maybe they have a good nose for these things. Find out more at hyundai.co.uk



NEW THINKING.
NEW POSSIBILITIES.

THIS WEEK



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Range Rover Evoque Convertible revealed



'The 7 Series' designers have
conjured a sense of integrity,
usability and well-being'

Matt Saunders, p58



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We drive the awesome new Mercedes-AMG C63 S Coupé



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Investment cars for less than £10k



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Ariel Nomad could be the David to the 911 GT3 RS's Goliath



Handling Day 2015: all bets are off

FORMALLY, WE REFER to it as Britain's Best Driver's Car; informally, we bandy around the name 'Handling Day'. Whatever you call it, our annual quest to find the most rewarding car on road and track is a high point of our year.

At Handling Day, unlike our weekly road tests, scientific measurement of every facet of a car's performance and physical attributes takes a back seat to assessing the less tangible aspects that set merely good driver's cars apart from the great ones. This year's contest was as compelling as ever, with the new Ferrari 488 GTB (standing in for our reigning champion, the 458 Speciale) facing competition from Ariel, Audi, Lamborghini, Lotus, Mazda and two cars each from Mercedes-AMG and Porsche.

I was secretly rooting for the Nomad to pull off a giant-killing victory over more expensive cars from manufacturers with impeccable sports car pedigrees. With that kind of

inbuilt bias, it's little wonder that I was confined to the office. And did the boys from Somerset pull it off? The full top 10 ranking, as decided by Messrs Cackett, Frankel, Prior and Saunders, begins on p34.



MATT BURT EDITOR

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Established 1895

AUTOCAR

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THIS WEEK'S TOP FIVE

REVIEW

Ferrari F12tdf

Matt Prior's verdict on the fastest F12 yet



VIDEO

GT-R vs superbike

1200bhp Litchfield GT-R vs Kawasaki ZX-10R



NEWS

LA show preview

What to expect at the year's last major show



REVIEW

Porsche Macan GTS

Is this the ultimate on-road SUV? We find out



BLOG

Hilton Holloway

Looking back at the career of Walter de Silva



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THIS WEEK

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**AUTOCAR
IMAGE**



Jaguar plots radical new electric SUV

Dramatically styled battery-powered 4x4 is poised to go on sale in 2017, priced at around £60,000, as Jaguar takes the lead in ushering in a new era of electric vehicles from JLR



HILTON HOLLOWAY

Taking a leaf out of Tesla's book

THERE'S NO SHORTAGE of opinion about the state of Tesla. Mostly, it is still the darling of both wealthy early adopters and City analysts.

People who have lived through the age of Apple and Google – brands that changed the world for ever – say Tesla embodies the future of the car industry. To

them, it is that most beloved of things: a 'disruptive' company that forces an industry to change or die.

But there are plenty of people who disagree with Tesla, and they say they have the facts on their side. While Tesla's sales are leaping – up 49% in the second quarter of this financial year, to nearly 12,000 units – the company is also losing a lot of money.

Figures from the US say Tesla lost £120m in the second quarter of this year, or around

20% of overall turnover in the same period.

Of course, putting the new Model X crossover into production is expensive. Perhaps once the family-friendly car is in showrooms, Tesla can reduce its research and development spend, gain scale and realise real profits.

One thing that can be said about Tesla, whether it's prospering in a decade's time or not, is that it found a brand new automotive niche market. It discovered that the world's most affluent people, especially if they are on the right side of 60, also happen to be very 'green'.

The idea of whisper-quiet, zero-pollution,

high-performance prestige cars is not something Porsche or VW would have contemplated. But this automotive start-up appeared from nowhere, created the market and is selling 50,000 vehicles a year with just one model in the showroom.

So it's intriguing that Jaguar is being deployed rather than Range Rover as the brand to roll out an electric production car. What better way to take a marque that is still heavily anchored in the past and propel it into the future? If you are going to 'disrupt' entrenched views about Jaguar, there's no better way of doing it.

Jaguar's electric SUV is set to take styling cues from the C-X75



An all-electric Jaguar SUV will be revealed next year before going on sale in 2017 – and Autocar has learned that some of the most flamboyant styling touches of the C-X75 hypercar concept will be used on the new model as the firm seeks to ensure that it stands apart from rivals.

The car's mooted launch date puts Jaguar in direct competition with Audi, which is planning to launch the production version of its all-electric Q6 e-tron quattro concept, first revealed at this year's Frankfurt show, early in 2018. Both vehicles are set to offer a range of around 300 miles and cost about £60,000.

However, the Tesla Model X will beat both to market, going on sale in the UK next year.

Beyond the bodystyle, price and target range, few details are known about Jaguar's first EV. Sources suggest an electric motor will be mounted inboard at each corner, retaining the use of driveshafts, although there remains the possibility of Jaguar making a technology leap with in-wheel motors. Parent firm Tata has previously pioneered the technology, and insiders say the company has made significant progress with overcoming the problem of the additional unsprung weight of in-wheel motors.

Jaguar hopes to outpunch all

rivals, however, by giving the car the most distinctive styling of any EV on the market. It is understood that Tata has given the green light for Jaguar to pioneer the group's all-electric technology and wants the brand's first such model to deliver a distinctive statement of its intent to lead in electrification. The styling is said to be revolutionary, in the way that the BMW i brand sits separately from the firm's mainstream models.

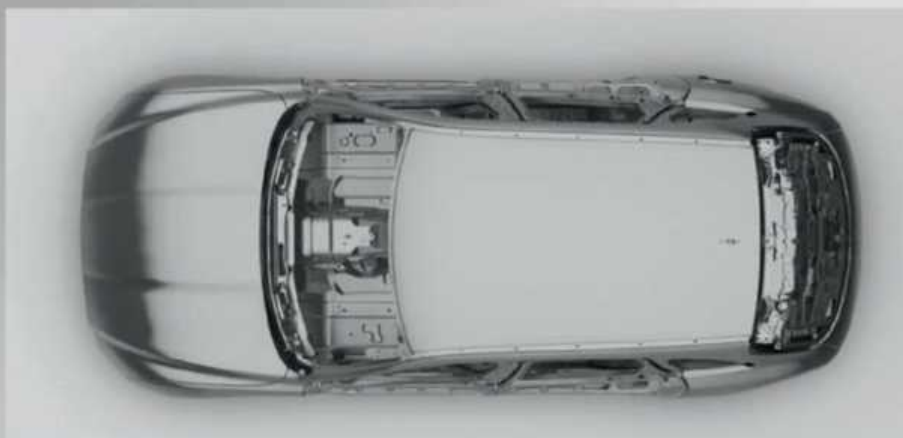
It is reported that this fact played a key role in the decision to allow the C-X75 to be used in the latest Bond film, *Spectre*. The car, which was built as a concept for the 2010

Paris show, was powered by four electric motors driven by diesel-fed gas turbines and had an electric range of about 30 miles. It was announced that up to 250 production cars would be made, powered by a downsized turbocharged petrol engine. Although prototypes were made in conjunction with the Williams F1 team, the project was cancelled at

the height of the economic downturn in December 2012.

Now, however, the C-X75's enduring popularity – driven by its appearance in the Bond film – and its original role as a standard bearer for ground-breaking technology are set to be harnessed in the design of the all-electric SUV. As such, a debut at next year's Paris show, six years after the →

Sources suggest that an electric motor will be mounted at each corner



Jaguar's new all-electric SUV will share its largely aluminium architecture with the upcoming F-Pace



Interest in the C-X75 hypercar has been reignited since it appeared in the latest Bond film, Spectre

The launch of Jaguar's first EV is a crucial step in the firm's growth

← C-X75 was first shown, is said to be a distinct possibility. It will be revealed as a concept – and our rendering is highly speculative – but the production version's styling is said to be nearly identical to the upcoming show car, in line with Jaguar design director Ian Callum's mantra of only showing concepts that are very close to production reality.

This decision also explains why Jaguar resisted the urge to use the C-X75's appearance in Spectre to reignite sales plans for the hypercar. The benefits and profitability of selling even 250 C-X75s at around £750,000 each are said to be marginal beyond boosting brand profile, but the launch of Jaguar's first all-electric vehicle is a crucial step in the firm's growth.

It is understood the all-electric SUV will sit on the same aluminium architecture

as the XE and F-Pace. The platform was designed with an all-electric powertrain in mind, as well as a variety of hybrid and plug-in hybrid applications.

Earlier this year JLR announced it was stepping up development of ultra-low-emissions technologies by doubling the size of its engineering and design centre in Whitley, Coventry. The site is expanding from 55 to 110 acres and has been earmarked for advanced powertrain and engineering teams, plus Jaguar's design and advanced design departments and the firm's global headquarters.

The investment is motivated by increasingly tight global emissions legislation, led by new Zero Emission Vehicle (ZEV) rules introduced in California and adopted by seven other US states. These laws demand that, between 2018 and 2025, the number of



F-Type SVR will show what SVO can do in raw performance terms

new ZEVs sold must rise from 5% of all new cars to 15.4%. With those standards set to be replicated in many global markets, Jaguar and Land Rover must be able to meet targets to avoid penalties.

Jaguar also believes it has the ability to seize the initiative over its rivals by launching its first all-electric SUV ahead of or in line with their targets. With global demand for SUVs growing, insiders are said to believe that the timing of their launch and the bodystyle are perfectly positioned. Sources also highlight Jaguar's global dealer network as a key asset. It has been ramped up this year for the launch of the XE and F-Pace, and officials believe the size of the network gives them an opportunity to leapfrog Tesla's customer reach.

Although Jaguar is leading JLR's EV charge, Land Rover is expected to follow suit once its models move onto the new common architecture. While Jaguar wants to maintain the sporty performance of its cars even in all-electric spec, Land Rover is said to be willing to trade performance for opulence and refinement. It plans to take advantage of

the near-silent powertrain characteristics to set new standards in cabin ambience, as well as using the instant torque of electric motors to enhance off-road ability.

Previously, JLR has applied for patents for technology related to inductive charging, suggesting it could combine the launch with wireless charging. The firm has also applied to trademark the name 'EV-Type', although this is no indication of a definitive name. The car is likely to be made at the Magna Steyr factory in Graz, Austria. Jaguar has confirmed that it will be moving some model lines to the facility to free up capacity in the UK. The smaller scale of the Graz facility would be well suited to the electric model.

JAGUAR F-TYPE SVR

While the new electric SUV will dominate Jaguar's agenda from autumn next year, the firm will first launch the F-Pace SUV and its performance halo model, the F-Type SVR.

Developed by JLR's Special Vehicle Operations (SVO) division, the F-Type SVR has long been mooted as a showcase of the firm's

capabilities when it comes to raw performance.

It will use some of the modifications developed for the F-Type Project 7 but is set to make that car's performance look modest, with reports suggesting the four-wheel-drive model will produce upwards of 575bhp from its V8 engine. A price of just over £100,000 has been mooted.

The timing of the car's launch next spring is notable. SVO has already launched a range of products, including the Range Rover Sport SVR, but the division remains in its infancy. Early next year a bespoke HQ will be opened in Oxford Road, Ryton, where the dedicated team of around 150 specialists will operate.

The company has identified three areas to exploit: ultimate sporting performance, ultimate luxury and ultimate off-road ability. The F-Type SVR's launch will signal the start of a period of intensive growth for SVO, not only through the launch of specially developed models but also through ventures such as specialist merchandising around the two brands.

MARK TISSHAW

The cars Jag's new electric SUV must beat



TESLA MODEL X (2016)

Tesla has already started deliveries of its Model X SUV in the US. It's due to go on sale in right-hand-drive form next year, priced at around £65k. It sits on the same platform as the Model S, and early models will share a powertrain with the high-performance P90D version of that car. The Model X's standout feature is its spectacular gullwing rear doors, designed to make it easier to get in and out of the rear cabin.



AUDI Q6 E-TRON QUATTRO (2018)

The Jaguar's biggest mainstream rival will come from Audi, which has already promised to launch a production version of its e-tron quattro concept by 2018. The electric Q6 should be right in the middle of the Jaguar's price range, since Audi sources have said their car will cost the same as a well-equipped A6 – or around £60k. Expect a three-motor set-up – one front, two rear – with a total of more than 430bhp, along with a battery range of around 300 miles.



VOLVO ELECTRIC SUV (2019)

Volvo is already committed to providing plug-in hybrid versions of its entire line-up, but the Swedish car maker will also launch a fully electric model by 2019. It's almost certain to be a mid-sized SUV, slotting in below the XC90 but with a price similar to that of the Audi and Jaguar. Volvo's electric SUV is expected to be based on the same Scalable Platform Architecture as the XC90 and use lithium ion battery tech to provide a range of around 325 miles.

**AUTOCAR
IMAGE**



Evoque Convertible's soft-top can open or close in 21 seconds



OFFICIAL PICTURES



Drop-top joins Evoque

Range Rover Evoque Convertible will be offered with high spec and AWD only; priced from £47,500

Land Rover has unveiled a convertible version of its biggest-selling Range Rover model, the Evoque, with the new model expected to add 10% to a production volume that currently runs at 130,000 units a year.

The Evoque Convertible will go on sale from next spring, with prices starting at £47,500. The new model fulfils a promise made at the 2012 Geneva show, where a convertible concept was first unveiled.

"We showed the Geneva concept to test the reaction of buyers and critics," said design boss Gerry McGovern. "We viewed the model as an obvious progression, although not everyone saw it that way. But the overall reaction of the market has been very good."

The Evoque Convertible will be offered only in higher

Dynamic and Dynamic HSE trim levels, powered by either the new 178bhp 2.0-litre TD4 Ingenium diesel or the 237bhp turbocharged 2.0-litre Si4 petrol engine.

As well as extending the model range, the soft-top introduces a new level of connectivity, via a system called InControl Touch Pro.

The Evoque Convertible weighs around 270kg more than its fixed-head siblings. This is due to the extra bracing needed to maintain chassis rigidity, plus the mass of the powered fabric hood mechanism (which can open or close in 21 seconds at speeds of up to 30mph) and a pop-up roll bar system that deploys if the car is in danger of inverting itself in an accident.

"You can't just cut the roof off and be done with it," said McGovern. "It takes a lot of

Rear seats promise enough space for two average-sized adults





line-up

work to get the car to a good standard of stiffness while maintaining proper package space. There were some design and engineering challenges in that."

McGovern said the car's proportions are "quite different" from those of most other drop-tops, because most convertibles' body lines are parallel to the road, whereas the Evoque's have a strong upward rake to the rear.

Evoque programme director Danella Bagnall said the Evoque Convertible has "substantial" reinforcement to the monocoque chassis structure near the base of the A-pillars and C-pillars, plus reinforcement of the doors to compensate for the absence of a doorframe.

Bagnall is especially pleased with the "generous" rear passenger space, which,

unlike most sports car-based convertibles, affords proper space for a pair of adults. The car's high sides protect occupants against top-down buffeting and add a sense of security, she said.

All Evoque Convertibles come with four-wheel drive and have a high level of off-road capability, according to Land Rover off-road capability engineer Chris Edwards.

"People were nervous about how this model would fare, and you can understand why," he said. "When the first prototypes came out, we were pretty careful with them. We did some gentle routes at Eastnor Castle, where we test all our prototypes off road, but that didn't tell us much about how the car could perform. We had to up the ante quite a lot to find the Convertible's limits."

STEVE CROPLEY

JLR plans £200k Bentayga rival

Current flagship is the £165,000 SVAutobiography



JAGUAR LAND ROVER bosses are actively considering a limited-run, £200,000-plus Range Rover model as part of a concerted effort to drive the brand further upmarket.

The new model would put Range Rover in direct competition with the Bentley Bentayga while offering greater exclusivity thanks to production being limited to as few as 1000 units.

Speaking at the launch of the new Range Rover SVAutobiography model, Paul Newsome, director of JLR's Special Vehicle Operations (SVO) division,

said he "could envisage" a flagship Range Rover with a base price of £200,000.

"I can see something that would sit above the existing Range Rover," he said. "It would have to have a unique style and different looks."

Newsome said he was thinking along the lines of a car that would be partially handmade. "You could imagine a car with aluminium panels which would be hand-finished and hand-matched," he added. "Something potential buyers could watch being made."

It is understood that any flagship Range Rover

would be based on the current model and would use existing V8 and V6 hybrid powertrains.

Newsome gave no indication when such a car might appear, or how far the project has progressed.

However, insiders have revealed that the average transaction prices of the first wave of orders for the Bentayga are as high as £250,000, showing that the market for an ultra-luxury SUV is stronger than anticipated.

» First drive of the SDV8 SVAutobiography p33

Q&A DANELLA BAGNALL, LAND ROVER EVOQUE PROGRAMMES DIRECTOR

Danella Bagnall, director of Land Rover Evoque programmes, has worked on many key Jaguar and Land Rover models over the past 28 years. She explains what it took to make the new convertible and what makes it special.

How big a job has this been?

"It's a major engineering challenge to make a convertible out of a car like the Evoque. That's a very big roof you're removing, together with a lot of structure. Replacing that in a way that delivers the required strength and torsional stiffness takes a lot of CAE [computer-aided engineering] and a lot of physical testing."

Is the convertible as durable as the coupé?

"It wears the Range Rover badge, so it has to

be. We have high standards for our cars' performance, both on and off road, and every new model has to achieve them. We're calling this 'the convertible for all seasons'. To justify a label like that, it has to work well in all conditions."

We know the convertible is heavier than other Evoques. Is it as much fun to drive?

"We think the way it performs will be seen as a real surprise and delight feature. You have to drive the car to appreciate just what a special experience it is. It handles and rides really well, but it's also much more spacious than other convertibles."





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Confidential

RENAULT-NISSAN
Alliance boss Carlos Ghosn expects the European market recovery to continue into next year, albeit at a reduced pace. "The near 8% growth this year has caught us by surprise," he said. "Next year we are predicting a prudent 2% growth, but that is sustainable and still below where we were pre-crash. There is scope for more."

AROUND 10% OF Skoda's latest Fabias are being sold with the Colour Concept, which allows buyers to choose a contrasting shade on the roof. The firm expects the recently launched Fabia Monte Carlo to account for a further 10% of the car's total volumes.



"PEOPLE WERE surprised when they saw the architecture," said Jaguar vehicle line director Kevin Stride about the flexibility of the firm's new underpinnings. "It can do a small to mid-sized saloon up to an SUV," he said. "We'll keep our cards close to our chest [on what models we'll do], but it's modular, so we can do other concepts – big, small, or wide."

THE NEW MERCEDES-AMG C63 Coupé has entirely different rear suspension from its saloon counterpart. The advanced new multi-link set-up is also likely to be used in modified form for the forthcoming, four-wheel-drive-only E63, which is likely to break cover in 2017.

THE NEW TOYOTA Prius is being offered in a new colour, Thermotect Lime Green, which helps to prevent overheating of the vehicle surface. The colour base includes titanium oxide to reflect infrared rays. In tests, Toyota found it was more effective than white paint.



GLC F-Cell will site its fuel cell stack under the bonnet

Fuel cell GLC due in 2017

Mercedes confirms it's readying a hydrogen fuel cell version of its mid-sized SUV

Mercedes-Benz is on track to launch its first commercially available hydrogen fuel cell model within the next two years.

Thomas Weber, Mercedes' head of research and development, told Autocar the company had finalised the engineering parameters for the new model, which is rumoured to be based around the recently introduced GLC.

"We are targeting a combined range for the fuel cell and battery of up to

600km [373 miles], along with a refuelling time for the hydrogen tanks of three minutes," Weber said.

The new model is set to be called the GLC F-Cell. It is scheduled to be unveiled at the Frankfurt motor show in 2017 and reach showrooms the following year. It's expected to be offered to customers in selected markets on either a monthly lease or outright purchase programme. The price is expected to be around £50,000.

Competitors for the GLC F-Cell include the recently introduced Toyota Mirai and Honda FCV Clarity. A further hydrogen-propelled rival is expected to come from BMW, which recently confirmed plans to launch its first fuel cell model by 2020.

Despite basing earlier fuel cell prototypes on the B-Class, Weber said the continued high cost of the fuel stack makes a hydrogen fuel cell model commercially viable only in higher classes.

He said: "The technology has matured greatly in recent years, with improved packaging and efficiency, but it remains in its infancy and is still quite expensive by conventional driveline standards."

Among the components planned to appear in the new model is a new fuel cell stack. As in the earlier B-Class F-Cell prototype, it is planned to be mounted in the space usually dedicated to the GLC's combustion engine.

GREG KABLE

New battery boosts BMW i3's range

BMW IS SET to extend the range of its electric-powered i3 with the introduction of what sources close to the German car maker describe as an "optimised driveline" that draws on battery efficiency gains developed since its launch in 2013.

The i3 will receive a new lithium ion battery with the same 22kWh (18.7kWh usable) capacity as that used today but a higher power density for a longer range. The move is claimed to extend its range to well over 124 miles in real-world use,

compared with just under 200 miles now.

The i3 will also get an upgraded electronics package that features new software mapping for the battery cooling system and the electric motor.

The revised battery pack will be fitted to not only the all-electric i3 but also the i3 Range Extender, which uses a small two-cylinder petrol engine to produce electricity on the run.

The new battery will also be available as a retro-fit option for existing i3s.



GOODWOOD TICKETS ON SALE

Tickets to the 2016 Goodwood Festival of Speed and Revival have gone on sale. The Festival of Speed takes place on 23-26 June and the Revival 9-11 September. The theme of this year's festival will be revealed in the coming weeks.



CX-9 AT LA BUT NOT FOR UK

The Mazda CX-9 will make its debut at the LA show, but the large SUV is not destined for the UK. The CX-9 will most likely be offered with a single petrol engine and is said to feature styling inspiration from the Koeru concept car.





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Vision G hints at the new look for Genesis and its coupé model



Genesis to be a luxury brand

Hyundai will turn Genesis into a separate luxury brand, like Lexus, with a six-model line-up planned

Hyundai has announced it will split the Genesis name away from the rest of its range to create a new luxury brand.

The new Genesis luxury division will have six models on sale by 2020: a crossover, an SUV, a coupé and three saloons, one of which will be a replacement for the Genesis currently on sale in the UK.

The saloons comprise a range-topping G90, which is bigger than the current Genesis, a G80 (likely to be the Genesis saloon replacement) and a smaller G70.

No names have been announced for the other three models, but a hint at the coupé and the design flavour for the new marque was recently provided by the handsome

Vision G concept, which made its debut at Pebble Beach in August this year.

There's no insight yet on the size and positioning of the crossover and SUV, but they're likely to be larger models. Luc Donckerwolke has been headhunted from Bentley as design chief for the Genesis division.

The range is primarily being developed for sale in Korea, the US and China, "which will get all six models", said Hyundai Motor UK boss Tony Whitehorn. "But the UK is more difficult because it is full of heritage. The three German brands – Audi, BMW and Mercedes – and Jaguar Land Rover dominate. It's quite a challenge."

Lexus has had some success as a new-entry luxury brand,

he noted, but mainly in the US.

Whitehorn said: "We will wait and see, and carry on with the single Genesis model. If we do right-hand-drive versions, it has to be viable worldwide." That would mean offering the models in Japan, Australia and India, for instance, to generate sufficient sales volume to make the extra engineering worthwhile. There are no plans for a diesel engine, which is currently essential for Europe.

"But if there's a convergence towards hybrid powertrains, it gets more interesting," he said. "The profitability is better if they're only hybrids." For now, "there are no plans for the UK for the Genesis division. When the next model comes out, we'll take a view".

RICHARD BREMNER



Ex-Bentley man Luc Donckerwolke will head Genesis design

VW Group design chief de Silva poised to retire



De Silva has been with the VW Group for 17 years and has been in overall charge of design since 2007

VOLKSWAGEN GROUP design boss Walter de Silva is set to retire at the end of the month.

The 64-year-old designer will leave after 17 years at the VW Group, a period that has included stints as design chief of Audi, Lamborghini and Seat. He has led the group's overall design since 2007.

A replacement for de Silva, who is also well known from a 12-year stint at Alfa Romeo in the 1980s and 1990s, has not yet been announced.

However, de Silva – a close confidant of former VW Group CEO Martin Winterkorn – may

not be replaced full time as VW looks to trim costs in the aftermath of the 'dieselgate' emissions scandal.

De Silva will retain an advisory role at the VW Group after he leaves.

Highlights of de Silva's career include the Alfa Romeo 156 and 147, the 2002 Seat Ibiza and 2005 Leon, the second-generation Audi TT, the first R8, the Mk7 Volkswagen Golf and the Up city car.

Announcing de Silva's retirement, new VW Group CEO Matthias Müller paid tribute to the design chief's work.

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MX-5 turns Speedster, Spyder

Retro Mazda MX-5 concepts showcase weight-saving measures; Speedster comes in at just 973kg

Mazda has unveiled two MX-5 concepts at the SEMA show in Las Vegas: the Speedster and the Spyder.

Both concepts feature a comprehensive list of "conceptual and aftermarket" parts, in keeping with the theme of the SEMA show.

The MX-5 Speedster takes its inspiration from speedster-style cars from the 1950s, and the Spyder is a modern reworking of the classic look from the same era.

The MX-5 Spyder's cabin features handmade leather interior trim, and its silver paint, passenger seat cover and rear deck are bespoke. It

sits on 17in alloy wheels and has carbonfibre exterior trim.

The Speedster is designed to showcase weight-saving techniques. The biggest change is the absence of a windscreen; a lighter wind deflector features in its place. The concept has also been lowered by 30mm, thanks to new adjustable suspension.

The Speedster's rear deck has roll bars that blend in to buttresses on the bootlid, and it doesn't have a roof.

Mazda has replaced the standard car's doors and seats with new units made from carbonfibre, as well as fitting custom 16in alloy wheels.

The Speedster weighs

973kg – significantly less than the 1057kg of the standard MX-5. The Spyder weighs 1043kg. Each of the concepts is powered by the 2.0-litre engine offered in the standard MX-5.

Both cars follow the same lightweight approach as the previous-generation MX-5 Superlight concept, revealed in 2009. However, Mazda emphasises that these cars are "two vastly different takes on the fourth-generation MX-5".

Mazda design manager Ken Saward said: "Both MX-5 Spyder and MX-5 Speedster are uncompromising designs that highlight the core strengths of MX-5."

JIMI BECKWITH



Spyder's silver paintwork and rear deck are unique to this concept

Optima loses roof as Kia reveals four concepts



KIA HAS SHOWCASED a four-door open-top Optima as one of its four concepts at the SEMA show in Las Vegas.

The A1A Optima has been inspired by the state of Florida and is named after the 300-mile highway that runs alongside the ocean.

It has a sliced top and a shortened windscreen, with steel reinforcements added into the body so as not to compromise structural rigidity too much. The concept's most striking feature is its rear-hinged 'suicide' rear doors.

A turquoise paint finish and

20in alloy wheels complete the exterior look of the A1A Optima, which is powered by a 245bhp turbocharged four-cylinder engine.

The A1A Optima rides lower than the standard Optima saloon on which it is based, thanks to its Ksport-supplied coil-over sports suspension.

Inside, there are cream leather seats and plenty of titanium trim.

Kia's SEMA stand also featured the PacWest Adventure Sorento, which is said to be inspired by the forests of the Pacific Northwest. It has

a special camouflage paint scheme and a rugged exterior look, including large all-road tyres and raised suspension.

For another new concept, the Photo Safari Sedona, a Sedona MPV has been converted into a pick-up truck. It does away with the standard model's eight seats and instead has just two, the remaining space being converted into a mobile photo editing studio.

Kia's final new SEMA model was the Forte Koup Mud Bogger, an exclusive off-road version of the Forte Koup, complete with a Dakar look.

PERFORMANCE PACK FOR GT-R

Nissan has unveiled a new N Attack performance package for the GT-R super-coupé. Developed at the Nürburgring, the N Attack package offers suspension and bodywork upgrades, a larger rear spoiler and heavily bolstered bucket seats.



DODGE CHALLENGER GOES 4WD

Chrysler tuning arm Mopar has unveiled an all-wheel-drive Dodge Challenger. It is based on the GT version and gets a wide body kit, front splitter, rear spoiler and 20in wheels. Its 5.7-litre Hemi V8 puts out around 440bhp and 450lb ft.



Volkswagen Group boss
Matthias Müller: "This
is a painful process"



VW rocked by CO₂ revelations

Beleaguered firm says CO₂ and economy figures of 800,000 petrol and diesel cars were set too low

The Volkswagen Group has been plunged into further crisis after admitting that up to 800,000 petrol and diesel-engined cars have had their CO₂ and fuel economy ratings wrongly certified.

In a statement, VW said: "Under the ongoing review of all processes and workflows in connection with diesel engines, it was established that the CO₂ levels and thus the fuel consumption figures for some models were set too low during the CO₂ certification process. The majority of the vehicles concerned have diesel engines."

VW pledged to "immediately start a dialogue with the responsible type approval agencies regarding the consequences of these findings". The statement also described the situation as a "not yet fully explained issue".

A spokesman has confirmed that the latest scandal affects Audi, Seat, Skoda and VW cars with what are described as "small" engines. Reports suggest that cars powered by the 1.4-litre four-cylinder petrol engine with cylinder deactivation technology are affected. Further reports

suggest that VW Bluemotion models with three and four-cylinder diesel engines are also affected.

The company said it has set aside €2 billion (£1.4bn) to cover the cost of this latest revelation, although it cautioned that it would need to consult officials before fully understanding the legal and economic implications of the discovery. It has not said whether it will compensate owners of affected cars.

Following the latest revelations in the emissions scandal, the price of VW shares dropped dramatically, wiping more than €4bn off the value of the company. Preference shares in Volkswagen were also down by more than 8%. Analysts have said the scandal could eventually cost VW up to €35bn, or two-thirds of its current market value.

Volkswagen Group CEO Matthias Müller said: "From the very start, I have pushed hard for the relentless and comprehensive clarification of events. We will stop at nothing and nobody. This is a painful process, but it is our only alternative. For us, the only thing that counts is the

truth. That is the basis for the fundamental realignment that Volkswagen needs. The board of management of Volkswagen AG deeply regrets this situation and wishes to underscore its determination to systematically continue along the present path of clarification and transparency."

Müller emphasised that the safety of the cars affected is in no way compromised.

Meanwhile, the supervisory board of the VW Group issued a separate statement expressing alarm at the latest discovery. It said: "The supervisory board is deeply concerned by the discovery of irregularities found when determining CO₂ levels for the type approval of Volkswagen Group vehicles. The supervisory board and the special committee set up for the purpose of clarification

will meet in the near future to consult on further measures and consequences. The supervisory board will continue to ensure swift and meticulous clarification. The latest findings must be an incentive for the supervisory board and the board of management to do their utmost to resolve irregularities and rebuild trust."

JIM HOLDER

UK sales in first dip since 2012

MONTHLY NEW CAR registrations in the UK dropped for the first time in more than three and a half years last month as market growth levelled off.

Figures released by the Society of Motor Manufacturers and Traders (SMMT) show that 177,664 cars were registered in October, compared with 179,714 in October 2014 – a fall of 1.1% and the first drop following a record 43 months' consecutive growth.

The market share for diesel-fuelled cars also fell by 0.5% compared with the

same month in 2014, and has dropped by 1.7% in total for the year to date compared with the corresponding 10 months last year.

Registrations of petrol cars rose by 0.2% last month, however, and are up by a full 1% for the year to date.

However, there is a mixed picture for the brands within the Volkswagen Group, suggesting that brand confidence hasn't necessarily been hit by the ongoing scandal.

Volkswagen's market



share compared with October 2014 decreased by 9.84% last month, but rivals Ford and Vauxhall also posted market share losses.

Audi enjoyed a mild uplift in market share of 2.24%, but Skoda was down by 3.03% and Seat by 32.23%.

SPY SHOT
BENTLEY CONTI GT

Bentley rolls out Conti GT on MSB

A DEVELOPMENT MULE for the next Bentley Continental GT has been spied testing before the finished car arrives in showrooms in early 2017.

The new Conti GT marks a big step for Bentley, as it takes the car off a relatively elderly platform and onto an all-new architecture. Called MSB, the new set of chassis components has been developed under the guidance of Porsche and will be used, in a lengthened form, on the next Panamera.

That explains the curious test mule in our image: it's clearly a shortened version of an existing Panamera bodysell, albeit with altered ride height and a front end designed to test the Bentley's engine

cooling configuration.

MSB development has also included new V6 and V8 turbocharged petrol engines, so the Continental is likely to get a major shake-up in its engine line-up. It's understood that the British brand will resist the idea of a V6 but that a new turbocharged V8 will replace the existing unit.

Porsche is also said to have 'package protected' MSB to allow it to use Bentley's W12 engine, ensuring that range-topping Continental GTs will continue to use further developments of that powerplant. The switch to MSB also opens up the possibility of a Continental GT hybrid, since that type of powertrain will be offered on the Panamera.

SPY SHOT
VOLVO XC40

XC40 here in 2019

AN EARLY TEST mule for the Volvo XC40 small SUV has been spotted.

Based on the current V40, the jacked-up engineering mule features larger wheels and extended wheel arches, suggesting it is testing running gear for the smallest member of Volvo's SUV family, which is due to arrive before 2019.

Speaking to Autocar earlier this year, Volvo boss Håkan Samuelsson confirmed that

development of the XC40 would take around four years and that it will be part of a Volvo line-up that, spearheaded by the XC90, will be all new within four and a half years.

Plans for the XC40 were unearthed late last year, when Samuelsson said the new small SUV was a top priority for Volvo once it had finished renewing its existing ranges, although the model is not due until after that has happened.

Tester's Notes

Matt Prior



Does bad driving make you a bad person? Quite possibly, yes

I have a theory. Regular readers will be unsurprised to learn this, but when you drive 60,000 miles a year and Test Match Special has a limited listening window, theories come easily. And they come about through observing how well – or rather how badly – other people drive.

Mostly people drive pretty well, considering how inadequately most people are trained. They follow the right lanes, they give way, they wave to say thank you when you let them out of turnings. But, as you will know, it's far from a given. Some people drive horribly.

My theory is that these people don't just drive badly, they do everything badly. Those who dawdle, fail to indicate, sit in the middle lane or have no sense of spatial awareness are the same ones who suddenly stop, in the middle of a supermarket aisle or pavement, without regard for those around them. Annoying, but not consciously belligerent.

Most people drive pretty well, considering how inadequately most people are trained

Worse are those who try to gain a blatant advantage. Not a subtle "if I discreetly put myself in this lane now then I'll be better off half a mile down the road" advantage, but an "I know it's a line of moving traffic filtering past a slower one, but I'll weave out of this lane, make up a space and pull dangerously back in to make up a few nanoseconds" advantage. I'm convinced they are the same people who push into queues elsewhere, or – my pet hate – appear on flights with hand

baggage that's clearly too big and heavy to be hand baggage and then expect to find a space for it. In the interests of research and when time allows, I'll follow a bad driver and note what else they do, then report back. I don't think this constitutes stalking. But I suppose we'll see.

I should do it while I can, of course, because there will come a time when cars drive themselves, then it'll be impossible to tell whether people are inconsiderate or not by the way they drive. It'll be like the time the Ford Escort died and the Focus arrived: you could tell somebody didn't care much about driving and should be steered around if they drove a late-model Escort (earlier models excepted, naturally), but the Focus was such a good car that it was also bought by people who liked driving and were good at it. All terribly confusing.

For now, I think the theory stands. If you should avoid them on the road, you should probably avoid them everywhere.

● Last week we may have quoted Ford's handling engineer, David Put, as saying he "worked his ass off" to make the forthcoming Focus RS steer from the rear as well as it does.

I'd like to apologise for our use of grossly inappropriate language. We shouldn't have used the word 'ass'. The correct term, of course, is 'arse'.



Celebrating this is not a valid reason to abuse the English language

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Official fuel consumption for the Fabia Hatch range in mpg (litres/100km): Urban 46.3 (6.1) - 72.4 (3.9); Extra Urban 67.3 (4.2) - 91.1 (3.1); Combined 58.9 (4.8) - 83.1 (3.4). CO₂ emissions for the Fabia range are 110 - 88 g/km. Standard EU Test figures for comparative purposes and may not reflect real driving results. Standard EU Test figures for comparative purposes and may not reflect real driving results.



A Week In Cars

Steve Cropley



Squeaky-clean VW e-Up is enjoyable to drive and practical

MONDAY

Feeling curiously detached and rather pious on holiday this week in the Cotswolds, because I'm floating about in an all-electric Volkswagen e-Up, the one VW about which unhappy stuff is unlikely to be abruptly revealed. It's a terrific car, and ultra-practical now we have the proper Chargemaster arrangement in our garage. However, plans to do a 190-mile round trip in it to London (Bond movie, don't you know) hit the buffers because I don't yet have an Ecotricity account, and these are the guys whose 'electricity pumps' I'd need to use in the motorway service areas.

It has only just dawned on me that the 80% fast charge you can get from one of these gizmos is, at present, delivered free. Ecotricity and its green-as-grass founder, Dale Vince, say it's their way of giving electric cars a foothold in our market. I've applied for a card online, and it's supposed only to take a couple of days to arrive, so next time we speak I'll know more.

TUESDAY

Reasons why it's stupid to go on holiday, No 483: Autocar's tyre smokers tested the Ford

The dealer said a recent thorough service made the Defender 'a very sound base for any use'

Mustang V8 this week, and since I'm away, swiping the test car for an hour is out of the question. Still, I know from the report that popped into my phone earlier today that several thousand British hearts are now beating faster in anticipation of slipping behind the latest

pony car's wheel, following Matt Saunders' typically well-expressed comments: "Ford's inbound American hot rod handles British roads well enough, but leaves tyre marks across your imagination."

Better still, he pronounces the 'Stang "almost good enough to match much more expensive rivals, but the low-speed ride needs work". Delighted with both conclusions, because I was first to drive this car in America last year, and these were my own thoughts. Knowing that the car works in the UK would put it right at the top of my £34k shopping list – if I had one.

THURSDAY

I've seen the Bond movie now. Great car chases, although



Positive UK reviews mean excitement is building over new Mustang

I can't help thinking the Jaguar C-X75 isn't sufficiently celebrated. Perhaps it was in Aston's contract. Anyway, to be sure I'm right, we're seeing it again at the weekend.

One vehicle that gives a fine account of itself – again – is the Land Rover Defender, one of the most-researched vehicles in classifieds everywhere. Within an hour of our return from the cinema, I found myself surveying a prime, 30-year-old 90 V8 (restored), now nearly double the original price at £17,500.

However, I was much more attracted to a dented but healthy 20-year-old 110 County, powered by the much-praised 300 TDi and with 'only' 170,000 miles on the clock, at £6k. Its purveyor, a respected dealer, reckoned a recent thorough service made it "a very sound base for any use".

Seems only corrosion can kill these amazing vehicles, and even that can now be beaten.

FRIDAY

Can't help wondering what I'd be thinking if, like thousands of people, I had a VW Group car 'affected' in the emissions kerfuffle. The swirling confusion of those in this position is abundantly clear via social media.

Latest trends seem to be either to want to shoot the piano player (one of my dafter Twitter followers hopes VW will remember the behaviour of sanctimonious hacks – like me – in order to punish them when it's over) or to slip into 'my Golf is fine as it is' mode. Both are understandable but not right.

Funnily enough, the latest revelations about too-optimistic CO₂ claims for many VW petrol and diesel engines might help.

And another thing...

Reviewing my Tokyo pics, I found this one of a robot Yamaha motorcycle tester, being taught to ride as fast as Rossi to pinpoint – and subsequently simplify – the most difficult areas of riding a motorbike. If it works, they'll be building tin car testers next.



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FIRST DRIVES

This week's new cars



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Porsche 911

6.11.15, Germany There's more power, more torque and more controversy as Porsche finally fits not one but two turbochargers to the volume-selling 911 Carrera and Carrera S models



The 2016 Porsche 911 is a big break from tradition. For the first time, the mainstay of Porsche's line-up adopts a turbocharged engine that endows the volume-selling Carrera and Carrera S with greater reserves than ever before, along with better fuel economy.

For 911 aficionados, it symbolises a seismic shift in priorities. The new engine adheres to the horizontally opposed six-cylinder layout, but the new induction process and the associated changes to the cooling system are a significant departure from what has gone before.

The new engine has a considerably smaller swept volume than the naturally aspirated one it replaces.

However, the inclusion of two turbochargers, which spool up incredibly quickly, means it delivers greater levels of power and torque than any naturally breathing powerplant used by the 911 Carrera models through the years.

In its mildest form, running 0.9bar of boost in the 911 Carrera, the engine delivers 365bhp and 332lb ft; with a larger turbocharger and 1.2bar of boost, it provides the Carrera S driven here with 414bhp – 20bhp more than the naturally aspirated unit. With 369lb ft, it also has 45lb ft more than the old engine, and it's developed 3900rpm earlier, at just 1700rpm.

The new 911 Carrera S receives a series of subtle exterior styling →



A pair of turbos spools up extremely quickly to give a very linear spread of power



← changes, including a reprofiled front bumper with air ducts that close above 10mph and then open again at 106mph. The shape of the headlights remains the same, but revised lenses and xenon projectors give a more distinctive graphic. Further back, the door mirrors adopt an LED indicator function, the door handles and rear spoiler feature new designs and the rear bumper gets cooling ducts to extract hot air from the engine bay.

Inside, a new Communication Management system features a 7.0in touchscreen with Google Earth and Google Street View-supported navigation, WLAN connectivity and Apple CarPlay compatibility. There's also the choice between a standard 375mm-diameter and an optional 360mm-diameter steering wheel.

It's hard to believe Porsche could have made the 911 Carrera S any more exciting to drive, but it has. Okay, the new engine lacks the induction hum and hard mechanical edge that made the old unit so invigorating, but the turbocharged mill more than makes up for that with the sheer

ease of driveability and accessibility of its performance.

At start-up, the initial timbre of the exhaust note is uncannily similar to that of the old powerplant. But nudge the throttle and the turbocharged unit isn't quite as rabid in its action as we'd become accustomed to with the naturally breathing engine.

At low speeds in town, it requires fewer revs to pull taller gears. The new-found flexibility is one of the defining divergences between old and new, endowing the 911 Carrera S with a far more relaxed gait. And with the torque arriving so much earlier, there's no pressing need to keep the engine stoked in the lower ratios to ensure solid acceleration.

That's not to say any of the enjoyment has been taken away; the impressive response of the engine and the way it propels you up the road on a wide-open throttle make every interaction memorable. A good deal of the engagement comes through the extraordinarily linear power delivery, something that shows up particularly when you call up a tall gear and rely

on the prodigious torque to haul you briskly along.

The Carrera S also benefits from changes made to its optional PDK dual-clutch automatic gearbox. With a new dual-mass flywheel to help dampen vibration, revised ratios and new software, it shifts with greater urgency and smoothness, both in automatic and manual modes. The most significant development,

A good deal of the engagement comes through the extraordinarily linear power delivery



The Carrera S now comes with Porsche Active Suspension Management as standard



New Communication Management multimedia system features Google Street View-supported sat-nav; steering wheel is available in two sizes



The 911 retains its trademark 2+2 cabin layout and token practicalities, while the addition of turbos brings a new-found flexibility to the drive

though, is the change in direction of the gear selection via the lever. As with the unit used by the 911 GT3, you now pull back to select a higher gear and push forward to change down. Alternatively, you can shift via the steering wheel-mounted paddles.

The improvement in shift quality is most apparent on part-throttle loads at lower speeds, but there's also a perceptible improvement in the

overall speed of the shifts performed under full load at higher revs.

Although the new Carrera S weighs 45kg more than the old model, at 1460kg with the optional PDK 'box, Porsche claims the car is 0.2sec faster than its predecessor from 0-62mph, with a time of just 3.9sec. Top speed is also extended by 2mph, to a new maximum of 190mph.

The lift in performance is accompanied by a significant improvement in economy. Porsche claims combined consumption of 36.7mpg for the Carrera S with the PDK gearbox – a 4.2mpg boost – while CO₂ emissions have fallen from an earlier 205g/km to just 174g/km.

In a move that extends the 911 Carrera's dynamic envelope, the S model now receives Porsche Active Suspension Management as standard. The car also sits 10mm lower than its predecessor, while optional sports suspension, as fitted to our test car, provides an additional 10mm lowering of ride height.

The steering is superb, delivering added feel and engaging weighting.

The car is also better tied down than before, with flatter and more progressive body movements, while braking performance is tremendous. We'll need more seat time to fully understand the new set-up, but the Carrera S is now also compliant enough to allow it to deal with most surfaces without ever feeling uncompromising. It's still resolutely firm, but it now rides with greater aplomb, both at lower speeds in town and at speed out on the open road.

Throughout its illustrious history, the 911 has adopted various changes that have made it better and more exhilarating to drive. The purists will be up in arms at the prospect of a turbocharged engine, but as with all the other changes made down through the years, it is progress, and that's what we have with the Carrera S. This new model has taken a big step forward. It is now more rounded than ever, more powerful and more economical. Importantly, though, it is still as invigorating as ever to drive. And that is what really counts.

GREG KABLE



The braking performance is excellent



PORSCHE 911 CARRERA S PDK

As great to drive as ever and mostly enhanced, not hampered, by turbos. An outstanding sports car



Price	£88,245
Engine	6 cyls horizontally opposed, 2981cc, twin-turbo, petrol
Power	414bhp at 6500rpm
Torque	369lb ft at 1700rpm
Kerb weight	1460kg
Gearbox	7-spd dual-clutch automatic
0-62mph	3.9sec
Top speed	190mph
Economy	36.7mpg (combined)
CO ₂ /tax band	174g/km, 29%



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Mercedes-AMG C63 S Coupé

6.11.15, Spain Range-topping two-door shows what it can do with 503bhp and 516lb ft

The new Mercedes-AMG C63 Coupé represents a big challenge to the likes of the BMW M4, Audi RS5 and Lexus RC F. Following on from the recently introduced C63 saloon and estate, it eschews its predecessor's naturally aspirated 6.2-litre V8 for a smaller and more efficient twin-turbo 4.0-litre V8.

In standard C63 Coupé guise, its engine produces 469bhp and 479lb ft. For the headlining C63 S model driven here, though, the 90deg V8 receives additional boost pressure and other detail changes to generate 503bhp and 516lb ft. The reserves are fed through a seven-speed Speedshift MCT automatic gearbox, which operates in combination with a mechanical locking differential in the C63 or an even faster-reacting electronic locking diff in the C63 S.

The styling of the new C63 Coupé is significantly differentiated from that of other C-Class coupés, with only the frameless doors, roof and bootlid shared between the two. A wider body houses a largely bespoke chassis featuring tracks that are

73mm wider at the front (now 1636mm) and 46mm wider at the rear (1592mm). Overall, the new car is 45mm longer, 107mm wider and 12mm taller than before. Crucially, it also rides on a wheelbase extended by 75mm over that of its predecessor, endowing it with added cabin space.

The C63 S Coupé is a different proposition from its predecessor, with the big-bore brawn of the old V8 replaced by a more frenetic fervour. Mercedes says the S will cover 0-62mph in just 3.9sec, but with a big lift in torque, the new engine brings added flexibility and performance, endowing it with both greater speed out of the blocks and a more relaxed demeanour when cruising. The delivery is extraordinarily linear for a forced-induction engine, and it has a wonderfully hardcore exhaust note.

Although the engine dominates, the gearbox now provides more support than ever before. In Comfort mode there's added smoothness and a crisper action on part load when used as an auto. In Sport Plus the upshifts are wonderfully determined,

and there's added subtlety to the shifts when you're hauling big revs.

The biggest difference, though, is the ability of the gearbox to provide more accommodating downshifts than before. It'll now drop up to four ratios to within 1000rpm of the redline and this, along with the new dynamic engine mounts, makes the C63 Coupé more stable on entry to corners as you drop down the gears.

There's a lot to like about the dynamic characteristics, although its ultimate ability is determined by the driving mode. In Sport Plus the steering is weighty, feelsome, direct and consistent, allowing you to place the car with real conviction.

Pushed hard, the C63 S Coupé is alluringly fluid, with superb balance and lots of grip. It is also extremely trustworthy and sufficiently alert to instantly communicate any breach of adhesion. Leave the stability control in its normal setting and you're treated to a touch of understeer when grip is finally exhausted, but switch the electronic safety net off and you can enliven the tail with confidence.

Although the C63 is more controllable than ever, it's also a good deal firmer. In Comfort, there's sufficient compliance to soak up broken surfaces, but the ride becomes harsh in Sport Plus. It's fine on a circuit, but the rawness can become an issue on undulating back roads.

The C63 Coupé is now more exciting to drive than ever before – at least in range-topping S guise – with perceptible progress in just about every area of its dynamic ability. It also has a broader dynamic repertoire than before, making it both more amenable in town and more enjoyable on the open road. Added to this is improved accommodation and a level of perceived cabin quality to shame some rivals. If you cherish your driving, the C63 Coupé should definitely be on your shortlist.

GREG KABLE

MERCEDES-AMG C63 S COUPE

Exciting, engaging and extremely fast; focused when you want it to be but with a broad dynamic ability



Price	£68,070
Engine	V8, 3982cc, twin-turbo, petrol
Power	503bhp at 5500-6250rpm
Torque	516lb ft at 1750-5500rpm
Kerb weight	1800kg
Gearbox	7-spd automatic
0-62mph	3.9sec
Top speed	155mph (limited)
Economy	32.8mpg (combined)
CO₂/tax band	200g/km, 35%



Perceived quality in the more spacious cabin is extremely high; acceleration is rapid and linear and the exhaust note is hardcore

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Range Rover SDV8 SV Autobiography

3.11.15, Surrey JLR's Special Vehicle Operations division gets to work on the range-topping 4x4

Land Rover's determination to push the Range Rover further upmarket has culminated in this new flagship model, the SVAutobiography. With an estimated production run of just 1000 units in the next year – 120 for the UK – and a list price of £165,000, the SVAutobiography is the most expensive, most luxurious version of the firm's iconic luxury 4x4 so far.

"Exclusively handcrafted" at Jaguar Land Rover's Special Vehicle Operations (SVO) technical centre near Coventry, the SVAutobiography is available in either standard or long-wheelbase forms, the latter with a choice of three engines: an SDV6 Hybrid diesel, an SDV8 diesel and the 543bhp supercharged 5.0-litre petrol V8 from the Range Rover Sport SVR.

The most obvious change compared with a standard Range Rover is the SVA's dual rear seats and substantial centre console. The console stores a pair of fold-out aluminium tray tables and has a refrigerated locker that can take two tall glasses and a small bottle.

The specification list is long. The rear seats are electrically adjustable and heated, offer a massage function and, in the long-wheelbase version, get extendable calf supports. There's also rear seat entertainment in the form of a pair of 10.0in screens and headphones. The main sound system is a 1700W Meridian Signature Reference unit, with speakers even embedded in the front seatbacks.

A huge panoramic sunroof is standard, as are powered rear window blinds and a wood finish for the slide-out boot floor. Much of the switchgear is made from knurled-finish aluminium, while the exterior features a graphite finish on the grille and other trim parts.

There's no doubt that the long-wheelbase model is the better of the two versions for being driven in, and not only because of the extra rear room and more sumptuous seats. The standard SVA is noticeably less cossetting in the back. The rear wheels crash more over sharp-edged bumps and there's more background noise and vibration from the road

surface. The LWB model is much better, although it still suffers from occasional thumping intrusions.

In truth, the Range Rover will never be as isolating for rear occupants as, say, the Mercedes-Benz S-Class. Body rigidity is an issue, because the British car is a hatchback and has a huge glazed roof.

The only other possible criticism from the rear seats would be around the quality of some of the storage covers in the centre console, which are remarkably plasticky, when much of the rest of the rear compartment is exemplary in its construction.

The larger rear TV screens might also be an issue, as they now block out part of the view forward through the windscreen for rear-seat passengers. Aside from making the rear feel more enclosed, it could also make some rear passengers feel car sick.

Although the combination of the LWB body and supercharged V8 petrol engine might be the ultimate SVA specification, the 334bhp, 546lb ft SDV8 is actually better to drive. The diesel V8's elastic torque

characteristics suit the Range Rover, especially during brisk A and B-road driving, and deliver on the effortless promised by the near-peerless driving position. The supercharged V8 certainly has the performance but is noticeably peakier in its responses, and the engine's growl under acceleration seems out of place.

Strictly speaking, the rear of an S-Class is more comfortable and refined, but the Benz can't challenge the sense of light and space from the Range Rover's elevated seats. The Range Rover also has exceptional off-road abilities – another reason why this luxury car makes a unique case for itself. It may not make financial sense on paper, but that misses the point of the SVAutobiography.

HILTON HOLLOWAY

RANGE ROVER SDV8 SVAUTOBIOGRAPHY LWB

Flagship SUV piles on the luxury and makes most sense in LWB form, but an S-Class cossets more



Price	£165,000
Engine	V8, 4367cc, diesel
Power	334bhp at 4000rpm
Torque	546lb ft at 1750rpm
Gearbox	8-spd automatic
Kerb weight	2539kg
0-62mph	6.6sec
Top speed	135mph
Economy	33.6mpg (combined)
CO ₂ /tax band	219g/km, 37%



Wood and leather abound in the bright and airy handcrafted cabin; long-wheelbase version is better at absorbing sharper bumps





Britain's Best Driver's Car

BRITAIN'S BEST DRIVER'S CAR

You're looking at 10 of the best driver's cars to appear in 2015 – but only one is the very best. Our 18-page annual shootout reveals which

PHOTOGRAPHY STAN PAPIOR AND LUC LACEY

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Here we are again: it's 'Handling Day' time – or our grand annual Britain's Best Driver's Car shootout, to give the occasion the build-up it unquestionably deserves. The protagonists change, but the format stays the same and has done for more than two decades. A field of the very best new sports cars, supercars, super-saloons, hot hatchbacks and lightweights of the year face off against last year's winner to decide which is the best driver's car on British roads in 2015.

As ever, money is no object – and value for money is no advantage. Neither is practicality, usability or dealer availability. Brand power, material lavishness and kerbside kudos get you nowhere, and bald grip and performance are only worth their weight on the senses.

This year, we are awarding no credit for outright lap time; it's all about subjective dynamic appeal. Four judges, having driven the cars extensively on the track and surrounding roads of Snetterton circuit in Norfolk, will place the entrants into the order in which they appeal most as driver's cars. And this year, as a twist on the usual plot, the top three will go into a final on-road test to fight it out for the outright win on the epic roads of the Yorkshire Dales.

We have 10 runners overall, the Ferrari 488 GTB representing our 2014 champion, the 458 Speciale, as its indirect successor. Elsewhere in the field, you could probably pick four or five likely winners, assuming the test conditions were geared to flatter them. It's with regret that the McLaren 675LT and the Aston Martin Vantage GT12 aren't along for the party. Both manufacturers declined the invitation.

But otherwise, roll up. Where would your bet go – and, more important, on what should you spend the winnings?

SNETTERTON CIRCUIT



THE CARS Ariel Nomad, Audi RS3, Ferrari 488 GTB, Lamborghini Aventador SV, Lotus Evora 400, Mazda MX-5, Mercedes-AMG C63 S, Mercedes-AMG GT S, Porsche 911 GT3 RS, Porsche Cayman GT4

THE JUDGES

ANDREW FRANKEL

Senior contributing writer

There have been 26 annual Handling Day tests in Autocar history and this man has been at every single one of them. Experience and measured approach are second to none. Crash-related anecdotes also first class.



MATT PRIOR

Head of video, features Autocar's road test supreme turned columnist, video and drive story doyen has to pronounce on another new priceless supercar most weeks of the year. Usually in exotic surroundings, where he's plied with better snacks than those on offer here.



MATT SAUNDERS

Chief tester

Took a break from his usual performance figuring and handling testing... for more of the same. Took advice from locals on this year's road route, which bisected one of the British army's live firing training areas. Promptly took no offence.



NIC CACKETT

Deputy reviews editor

Handling Day's main purveyor of hairy cornering shots, ornate metaphors and cheery one-liners. Succeeded spectacularly in arranging lunch – and squeezing his rhinoceros neck through the welded metalwork of an Ariel Nomad.



MERCEDES-AMG GT S

Price	£110,500
0-62mph	3.8sec
Top speed	193mph
Kerb weight	1645kg
Engine	V8, 3982cc, twin-turbo, petrol
Power	503bhp at 6000-6500rpm
Torque	479lb ft at 1750-5000rpm
Gearbox	7-spd dual-clutch auto

BRINGING UP THE R

Audi RS3 vs Mercedes-AMG GT S

Adamp circuit would have been exactly what Audi might have ordered for the start of our track judging process at Snetterton. Intermittent rain kept the surface from drying out for much of the morning, making grip levels inconsistent and confidence at the wheel hard to come by. Predictable four-wheel-drivers like the Audi RS3 should have been at a natural advantage, while life was made more difficult for highly strung, rear-wheel-drive super-coups such as the Mercedes-AMG GT S.

That both cars tied for last place may be harder on the Audi than the Mercedes, therefore. Ultimately, neither car impressed the judges much. In previous years, we've seen cars end up at the tail end of the rankings, narrowly shaded by a field of superb driver's cars and highly undeserving of the ignominy that, no matter how we try to wrap it, is

inevitably associated. Not this year, though, when the gulf between the bottom two cars and any of their superiors was plain.

In the case of the RS3, it was plainer on the track than on the tight, punishing B-roads of rural Norfolk. The Audi's surefootedness won it some praise on the road. Almost idiot-proof point-and-shoot handling may limit the amount of fun you can have in less restrictive circumstances, but it's less of an imposition when you're skirting around hedges, dodging potholes and sizing up the awkward-looking cambers of a shaded country lane, generally at a good arm's length from the limit of grip. Here, the all-enveloping composure and stability of the RS3's four-wheel drive chassis don't seem so misplaced, particularly when they make it easier to enjoy a wonderful five-cylinder engine.

If powertrains could win prizes here, the RS3's might have. It sounds rich and characterful, hits hard, spins



RS3 was surefooted but short on control; GT S felt hyperactive

AUDI RS3 SPORTBACK

Price	£40,795
0-62mph	4.3sec
Top speed	155mph (limited)
Kerb weight	1520kg
Engine	5 cys, 2480cc, turbo, petrol
Power	362bhp at 5550rpm
Torque	343lb ft at 1625rpm
Gearbox	7-spd dual-clutch auto



EAR



willingly and works well at both dawdling and dicing pace. And its breadth of talent is in no small part down to Audi's S tronic paddle-shift gearbox, which changes superbly quickly in manual mode and with intuitive good sense in automatic.

Powertrains like that make you carry big speeds without thinking about it, though – and the Audi's sets a pace that its steering and suspension struggle to cope with. Although it is not entirely without feedback, the RS3's steering is light and reticent and it gets lighter, if anything, as your effort levels increase. The suspension, which is good at keeping the car flat during hard cornering, doesn't have the wheel travel or damping authority to soak up bigger crests and compressions attacked with much speed. Over the yumps of our test route, one tester remarked that the suspension "felt like so much cotton wool rather than metal, rubber and oil". It's cushioning, sure, but not sufficiently controlling.

In both the wet and the dry, the

Audi's on-track handling was defined by understeer – "50 shades of it," according to another judge, who went on to say that "while the front wheels are easy to manage at corner exit, it's much harder to get them into the corner in the first place".

Not so those of the GT S, though. If there's a lesson for sports car makers to take away from this year's also-rans, it's simply that moderation and pragmatism are vital commodities – even in a £150k muscle coupé. The GT S's ride/handling balance was easily the least realistic of the whole field, which, next to a supercharged lightweight track car and a £300k V12 Lamborghini, may surprise you.

The beginning of the end of the GT S's chances was played out on the road, where it handled well enough when the surface was smooth but never really inspired the connected, confident feel you're looking for in a 500bhp front-engined rear-driver.

Things promptly go from bad to worse in the car as the road narrows and the surface deteriorates, when

the super-firm ride springing and hyperactive steering make the GT S dart nervously left and right from bump to bump, deflecting and skittering its way onwards and staunchly refusing to yield to anything that passes under its wheels. "Doesn't feel like it has ever seen a B-road in its life," recorded one tester, "and wasn't that thrilled about being introduced to one."

Darting, uncompromising agility served the GT S slightly better on the circuit, where another judge enjoyed the ever-present challenge set by the car's razor-sharp front end: "Be smooth, be precise, or be prepared for the consequences." But the majority found the car too nervy at the front axle and too wobbly at the rear to ultimately have much trust in it.

Trustworthiness matters in a great driver's car, as does roundedness. And failing spectacularly to produce either means falling at the first hurdle. Two down, then – and much closer competition to come.

MATT SAUNDERS

MAZDA MX-5 2.0 SPORT

Price	£22,695
0-62mph	7.3sec
Top speed	133mph
Kerb weight	1122kg
Engine	4 cyls, 1998cc, petrol
Power	158bhp at 6000rpm
Torque	148lb ft at 4600rpm
Gearbox	6-spd manual



THE MIDDLE ORDER

Lotus Evora 400 vs Mazda MX-5 2.0 Sport vs Mercedes-AMG C63 S saloon

LOTUS EVORA 400

Price	£72,000
0-62mph	4.2sec
Top speed	186mph
Kerb weight	1415kg
Engine	V6, 3456cc, supercharged, petrol
Power	395bhp at 7000rpm
Torque	302lb ft at 3500rpm
Gearbox	6-spd manual

MERCEDES-AMG C63 S SALOON

Price	£66,810
0-62mph	4.0sec
Top speed	155mph (limited)
Kerb weight	1730kg
Engine	V8, 3982cc, twin-turbo, petrol
Power	503bhp at 5500-6250rpm
Torque	516lb ft at 1750-4500rpm
Gearbox	7-spd automatic

Two sports cars and a saloon, engines ahead and behind, cylinder counts from four past six to eight, induction by turbocharger, supercharger and good old atmospheric pressure and fair to not so middling positioning for them all. If it's consensus about how to make a great driver's car you're after, you've banged on the wrong door.

Even the order is counter-intuitive. Of the three, the car that performed best relative to expectations actually ended up doing worst. But such are the hazards of comparing cars that, in any other circumstances, would be incomparable.

So we'll start with that car and the discovery that, if you read through the judges' notes, only one of the four of us wrote anything negative about the Mercedes-AMG C63 S at all.

On the road and relative to the stellar standards of this one-time-only competition, it can perhaps be best described as good enough. A socking 1730kg kerb weight plus the requirement to deliver 516lb ft of torque to wet East Anglian roads via two overworked rear tyres gave the C-Class a task harder than most, but mostly it was up to it.

The key was to delve into the Individual menu and summon the sharpest possible response

maps for the engine and gearbox but leave the damping as soft and squidgy as possible. Then, with more rearward weight transference on acceleration, the Benz found at least enough traction for its phenomenal firepower not to go entirely to waste. This way, the car also rode the bumps and yumps on the road



We liked the Evora's grip and traction

with equanimity, save the occasional stumble from the seven-speed 'box.

Even so, you might expect it to go one step further and fall flat on its face on the track, but it doesn't. Indeed, when Snetterton was at its wettest first thing, the way it cut through the water rather than skated across it made it one of the quickest and easiest cars out there. "It has the poise to seem playful rather than terrifying," said Nic Cackett, and Matt Prior noted its "fine engine and decent handling balance". I thought it shone in the wet but was progressively overhauled by the others as the track dried out, but Matt Saunders found it →



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← “more unfriendly than I’d expected” in difficult conditions.

In the end, though, consensus was achieved, with all four judges placing it eighth, the only car in the group to be given the same score by us all.

Why so low? Ultimately, what it did well, it did well by the standards of a heavy saloon. Were this a contest of similarly high and hefty family cars, doubtless it would sit at or near the top, but against opposition lighter in most cases to the tune of several hundred kilograms, it’s about the best that could be expected.

Which is about the last thing that can be said of the performance of the Evora 400. Given that Lotus changed two-thirds of the Evora’s components to make, as the saying goes, the car it should have been from the start, we’d wager sixth equal with a Mazda costing a third of the money is not news that Lotus will want to hear.

Then again, trying to grasp where the Evora fell short is like trying to juggle water: the evidence you need just slips through your fingers. The trite explanation is that the standard has never been higher, and although the Evora has taken a big step forward, those that beat it here have strapped on the seven-league boots and taken a giant leap. And there is much truth in that. But for the full picture, we need to take a closer look.

Our comments are peppered with positives. It’s “practically stress-free”, according to Cackett. “fairly playful” in Prior’s book and “a good Lotus” in my notes. What you’ll find harder to find is rafter-raising praise of the kind we’ve heaped upon numerous Lotuses at this event in years gone by. We liked this car, we admired this car, but the truth is we didn’t love →

Evora now finally has the muscle to challenge its chassis





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123D » 252 BHP

316D/216D/116D » 160 BHP
318D/218D/118D » 225 BHP
330D E90 » 296+ BHP
320D E90 » 215 BHP
420i/320i/220i/120i » 275+ BHP
435i/ F30 335i » 390 BHP
428i/328i » 295 BHP
535D / 335D / X5 SD » 355+ BHP
640D/335D/535D/435D » 390 BHP
730D » 305+ BHP
X5 4.0D / 740D » 370 BHP
X5 3.0D » 305 BHP
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CAYMAN S » 342 BHP
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ALL THE EVORA HAS GAINED IN PURE PACE HAS BEEN ACHIEVED AT THE PRICE OF A LITTLE 'LOTUSNESS'



Saunders noted that the MX-5 was "a whole heap of fun"

← it. Saunders spoke for us all when he said: "I desperately wanted to rank it higher." In the event, no one rated it better than sixth.

It seems that all the Evora has gained in pure pace (thanks to its extra power, firmer suspension and, gasp, a standard limited-slip differential) has been achieved at the price of a little 'Lotusness'. Its ride is now merely good rather than befuddling. Its steering is as sharp as a razor, but no longer a scalpel. And still it doesn't change gear as we'd like. We welcome the noise, the traction, the grip and the fact that the Evora finally has the get up and go to challenge its chassis, but against the Porsches, Ferrari, Lamborghini and Ariel that beat it, that was enough to bring it close to the top half of the field, but not close enough.

If we were awarding a moral victory in the competition, the MX-5 would win it. It came to Norfolk clutching its £30k Best Driver's Car crown and proceeded to hit a lot of very pricey opposition over the head with it.

Primarily, we liked the little Mazda for two reasons: its honesty and its accessibility. Honest insofar as when you look at the car and imagine how you'd like it to drive, that's what you get when you drive it. Accessible because you don't have to go in search of the handling limit with your heart in your mouth. Spend any time at all on a track, and particularly a damp one like ours, and it will find you. And when it does, it will let you play there in safety for as long as you like. Cackett expressed this very sentiment, saying that it "turns the

track into a Sunday drive", and Prior appreciated the fact that it "doesn't take itself too seriously". Saunders had some reservations about the Sport chassis option fitted to the test car but still considered it a "whole heap of fun". As for me, I concluded that therein lay "a proper sports car, not some lookalike for old dears".

On the road, it was rarely less than incredible, given its somewhat modest specification. Using its compact dimensions, phenomenal balance and progressive handling, it let drivers have far more fun than in most of the others, whose width, power and weight counted against them in such tricky conditions. It suffered a little on the track, despite its fine engine and world-class gearbox. On and over the limit, it could be caught out by sudden surface changes in a way that some of its more sophisticated rivals were not, but for a car such as this even to get among competition as serious as that arranged here is a real achievement and one of which its engineers should feel rightly proud.

Ultimately, then, it's all about expectation. And we'd expect Mercedes to be as delighted that the C63 S came eighth as it will be aghast to discover the GT S came equal last, undone as it was by the very conditions in which its saloon stablemate did so well. By contrast, it should be trebles all round at Mazda for the sixth-place performance of by far the most affordable car in the contest. And Lotus? Well, a tie with an MX-5 in a contest held in its own backyard is probably a result that it had neither hoped for nor expected. Only when you see the calibre of the cars that beat it do you realise that, even for a purpose-built sports car, to come mid-field among opposition like this is no disgrace at all.

ANDREW FRANKEL



Neither MX-5 nor C63 S needs much coercion to oversteer, especially on a damp track

CLOSE, BUT NO

Lamborghini Aventador SV vs Porsche Cayman GT4



CIGAR

LAMBORGHINI AVENTADOR SV

Price	£315,078
0-62mph	2.8sec
Top speed	218mph
Kerb weight	1525kg
Engine	V12, 6498cc, petrol
Power	740bhp at 8400rpm
Torque	509lb ft at 5500rpm
Gearbox	7-spd semi-automatic

PORSCHE CAYMAN GT4

Price	£64,451
0-62mph	4.4sec
Top speed	183mph
Kerb weight	1415kg
Engine	6 cyls, 3800cc, petrol
Power	380bhp at 7400rpm
Torque	310lb ft at 4750rpm
Gearbox	6-spd manual



We've only got ourselves to blame here. The decision to whisk away the top three contenders and have them face off on the road meant that almost certainly some very senior stuff would be left behind in the paddock at Snetterton – and so it proved. Even so, the exact identity of the nearly-but-not-quite brigade came as something of a surprise. For a start, in fifth, it included the Lamborghini Aventador SV, a car universally praised for its appearance and prodigious V12 engine, and just as widely poooh-pooohed for the pig-headedness of its handling.

Its lofty appearance in almost everyone's running order (rising to second at one point) is testament to the remarkable transformation bestowed upon it by the SV overhaul.

Nevertheless, it was the final fourth-place ranking of the Porsche Cayman GT4 – a five-star road test

subject, no less – that had us all reaching for the nearest calculator app. Surely, this, the finest example of Porsche's peerless mid-engined middleweight, wouldn't be the last car cut adrift before the medals were handed out? Alas, a steward's enquiry confirmed it: 13 points to the Porsche 911 GT3 RS's 11, its hopes ultimately dashed on the remarkable, myriad qualities of those above it.

There is, it must be pointed out before we delve deeper, some method to this madness, but I think it only proper to dwell for a moment on just how inordinately good the GT4 makes £65k feel. After all, →



Aventador SV felt easy at high speeds



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Cayman GT4 didn't show its best colours at a wet Snetterton

HOW THE JUDGES RANKED THE CONTENDERS AT SNETTERTON

RANK	CAR	NIC CACKETT	ANDREW FRANKEL	MATT PRIOR	MATT SAUNDERS	TOTAL
1=	Ariel Nomad	1	5	1	3	10
1=	Ferrari 488 GTB	2	1	3	4	10
3	Porsche 911 GT3 RS	4	2	4	1	11
4	Porsche Cayman GT4	3	3	2	5	13
5	Lamborghini Aventador SV	5	4	7	2	18
6=	Lotus Evora 400	6	7	6	6	25
6=	Mazda MX-5	7	6	5	7	25
8	Mercedes-AMG C63 S	8	8	8	8	32
9	Audi RS3	9	10	9	10	38
9	Mercedes-AMG GT S	10	9	10	9	38

← two of the cars it lost out to cost at least twice as much and the Lamborghini below it was an even greater multiple of its price.

On the road route, on day one, the Cayman was exceptional. "Consistently excellent," Saunders called it. Or to put it another, aptly longer way: "That I keep driving it, past the usual turnaround and just onwards for a few miles more, is not because I want to learn anything more about it but because I want to enjoy it for a few more yards, a few more minutes, until all time runs out." Well said, Prior, and firmly seconded. By virtue of everything you can hold, touch, shift and toe, the GT4 is a marvellous thing to pedal. "The best EPAS yet," Frankel declared. Also, I'd say, the best manual gearbox, the best seats and, save for the distance between the pedals, the most satisfying driving position – one overtly primed to convey the sensory pleasure of a back-seat engine and pointy front end.

As a counterpoint to the GT4's delicacy along the same length of B-road, the SV brooded with bad intentions. Where the Cayman slings you deliciously low, the Lamborghini's hip point is practically that of a skateboard, and at very low speeds the stiff-backed ride isn't dissimilar, either. But the car's savage, simmering talent crystallises almost immediately. "Grips as hard as anything else here, communicates as vividly, blows the Ferrari into the weeds on emotional appeal," Saunders remarked. Its tactility, through the revised steering rack, is starkly terrific and, when combined with four-wheel-drive security, helps the Aventador's improbable size and massive speed to shrink around you, even on Norfolk's narrow lanes.

It impressed on track, too. Indelicacy with the throttle tends to induce understeer but, as Prior suggested, "it's docile at some pretty big speeds, and I'm disinclined to find out too much what happens

beyond that". Frankel cited its Corsa mode for making the transmission's upshifts so violent that they can potentially upset the car between apex and exit – although there wasn't anyone in the pit lane who didn't prize the Lamborghini's ability to make its naturally aspirated ferociousness seem usable. Saunders, its champion, went one better: "Turning the Aventador – any 700bhp mid-engined V12 car for that matter – into something that feels so at home on a scrappy British B-road, and still capable of liveliness and even a natch of adjustability on circuit, is little short of a miracle."

The real miracle, though, was to come. Truthfully, whether you liked the Cayman or not wasn't ever in question – it's plainly fabulous – but the extent of our admiration at Snetterton was initially dictated by the time of day you drove it. The weather was ghastly in the morning and Frankel called it "spikier in the wet than expected. Excellent traction

tempts you into using too much power too early and ending up with armfuls of opposite lock". Even Prior, a confirmed devotee, agreed that the GT4 "wasn't at its best on a damp track" and only became the "old-school" car he remembered when it dried out a little. It was Saunders, though, who consciously stuck the knife in, with a lowly fifth-place rating: "I've cost a fine car a podium finish here. But I couldn't in all good conscience rank the GT4 higher, given that I genuinely think everything above it is more rewarding. Very grippy and composed on circuit and as superbly balanced as ever. But I want a Cayman to be more playful, actually. And I don't care if it's quicker than a 911. I had fun – high expectations, too, I guess – but I could have had more fun."

On another day, the rest of us might have argued the GT4's case more vociferously. But not here; not in this contest. Fun is the single-market currency of Handling Day, and to find it in comparatively short supply is reason enough to rank something else higher. The SV and GT4 were both brilliant. That they didn't travel to Yorkshire was unfortunate – yet it only serves to highlight the compelling standard of the cars that finally did.

NIC CACKETT

AS A COUNTERPOINT TO THE GT4'S DELICACY ALONG A B-ROAD, THE SV BROODED WITH BAD INTENTIONS

BEST OF THE BEST

Ariel Nomad vs Ferrari 488 GTB vs Porsche 911 GT3 RS

Which leaves just three. A shame, perhaps, because, as Cackett has just said, it feels pretty tragic to leave the Cayman GT4 behind, in any company. And where we're going – to the sometimes thin and bumpy, sometimes broader and flatter roads of the Yorkshire and Lancashire Dales – I suspect it would have performed rather well.

But in the end, it was the compelling nature of the Ariel Nomad ("terrific fun," said Frankel), Porsche 911 GT3 RS ("utterly dominated on circuit," said Saunders) and Ferrari 488 GTB ("a ruddy joy,"

said Cackett) that got them through what would be a crucial cut.

These three were separated by the finest of margins at Snetterton: the Nomad and 488 GTB finished there with 10 points apiece, the GT3 RS a single point behind them. It was just too close an order for our consciences to bear without giving them some extra time, some extra miles. We really would need this two-day jaunt, away from it all, to separate them properly. We could take our experiences with us, but not the scores, and when we ran out of time, we'd agree on a winner. In other words, any of the three would be in with a shout.

They're a compelling trio. They're certainly not three you'd put alongside each other in a conventional group test, because they don't do the same thing. They'd make a brilliant three-car fun garage on their own, if you were lucky enough.

The GT3 RS was a point behind but in Norfolk had been doing what GT3 RSs do best: kicking everything's backside on a race track. "It utterly dominated [at Snetterton]," said Saunders. "It does everything so well on circuit and reminds you why 911s make such fabulous track cars." Frankel agreed. "Get it right and it's awesome," he said, but all of us noted

that the RS variant of the GT3 range perhaps wasn't as forgiving as the regular GT3, which strolled off with this gong the last time we held this competition in East Anglia. "Amazing powertrain and old-school balance," said Cackett. "Less forgiving than the non-RS, but mega." Would that count against it on the road, rather than on track, in the Dales? It might.

The Nomad also had those who'd seen both sides to its character. "The way this car takes you from zero to hero in not very long at all makes it something truly brilliant," said Saunders of the Somerset lightweight, whose dual-rate springs

PORSCHE 911 GT3 RS

Price	£131,296
0-62mph	3.3sec
Top speed	193mph
Kerb weight	1495kg
Engine	6 cys, 3996cc, petrol
Power	493bhp at 8250rpm
Torque	339lb ft at 6250rpm
Gearbox	7-spd dual-clutch auto

FERRARI 488 GTB

Price	£183,964
0-62mph	3.0sec
Top speed	205mph
Kerb weight	1475kg
Engine	V8, 3902cc, twin-turbo, petrol
Power	661bhp at 8000rpm
Torque	561lb ft at 3000rpm
Gearbox	7-spd dual-clutch auto





Prior (on left) says you soon get used to the 488's fast helm

– softer at the top, firmer later on – had astonished us with its ability to ride Norfolk's roads like its bumps simply weren't there. We loved the space and time it gives you to set it up for corners, thanks to that smoothness – and also its “perfect pedals”.

Clearly, it wasn't developed for smooth race tracks, but nonetheless, Saunders said it didn't matter that it was “low on grip, a bit unstable under hard brakes (it'll lock a rear first) and only moderately quick around a lap. You're too involved to care”.

Frankel wasn't too involved to care. “Hilarious on the throttle, but traction issues aren't limited to slow corners,” he said. “A mid-engined car this light and soft should be like a missile from a rocket launcher out of the corners. Also too keen to lock the rear brakes on entry.” But even he noted that he “loved the steering, power delivery and whole attitude”.

And it's the Nomad's attitude, that joie de vivre, that would serve the Nomad best in the Dales, we suspected. Could I realistically sit and argue now that its suspension →



ARIEL NOMAD

Price	£36,000
0-62mph	3.1sec
Top speed	125mph
Kerb weight	690kg
Engine	4 cyls, 2345cc, supercharged, petrol
Power	290bhp at 6500rpm
Torque	251lb ft at 3000rpm
Gearbox	6-spd manual



THE GT3 RS IS SUCH A COMPELLING PIECE OF KIT. IT OOZES PRECISION AND ENGINEERING FEEL IN THE PUREST WAY

← was as thoroughly developed for fast road and track use as a GT3 RS's or 488 GTB's? Not at all, but that doesn't matter, because it's good enough, because it has yet another purpose, and because the Nomad simply wants you to have fun. To quote not one of our testers but Jules from Pulp Fiction: "Personality goes a long way." So it goes to the north with as strong a chance as anything.

Which leaves the Ferrari, headed to the Dales with the title of favourite tucked neatly under its arm. The notes we made in East Anglia are almost entirely full of praise for Ferrari's new mid-engined supercar. "Effervescent where both Porsches seem stern," said Cackett. "Light in the steering, but light all over – a facet that takes nothing from its grip and utterly fluid direction changes." Frankel agreed: "A revelation, particularly considering the conditions," he said. "Best Ferrari

steering in years, massive pace, excellent balance, superb brakes and stupid amounts of torque absolutely everywhere."

Indeed, what was notable about our experience of the Ferrari's new turbocharged engine was not a single mention of lag or a flatness in the torque curve. The closest anyone came was Saunders, who found he "didn't get the same confidence from the steering and throttle response as from the old atmo Ferraris" but who still reckoned it was "very, very fast and very exciting".

To say that the 488 was in some ways a compromise between the two others – the Nomad's ability on bumpy roads and the RS's ability on a circuit – would be both misleading and selling it short. Flick its dampers into 'bumpy road' mode and it rides extremely well, while on a circuit there were those of us – me included – who found it



Nomad soaks up bumps that a GT3 RS won't

B-roads suit a Nomad better than a track

A 488 will flow along a road like this with poise and fluidity





just as entertaining as the Porsche, because of the astonishing docility of its handling. This is a car with just two turns between steering locks and 33 more horsepower than a McLaren F1, remember, yet it could be drifted through second and third-gear corners at Snetterton as easily as a Mazda MX-5. What Ferrari has achieved with this chassis is nothing short of astonishing.

It's a car, then, I'm quite happy to find myself in for the journey from Norfolk to Yorkshire. These things shouldn't count for much in the overall reckoning, but where the Porsche is jittery and the Nomad shivery, a modern mid-engined Ferrari is quite a compelling companion over long distances. And, after all, if we're talking about driver's cars, the willingness to drive them on more than just high days and holidays should count for something.

Away from busy motorways and

between Yorkshire's villages, it's just as special. It's left-hand drive but not so wide as to be unwieldy, and once you get acclimatised to the speed of its steering – which doesn't take long, to be fair – you can thread it along with great fluidity. Out here, I quite like the fact that its engine is less antisocial than before, too – I know, I know, but go with me – and that there's torque on demand. Enjoying fast cars on great roads is a considerably more conspicuous pastime than it once was, and to find that it's no longer necessary to have 9000rpm with you at all times can give you one less thing to worry about.

Until, that is, you get into a car that wants 9000rpm at all times, which is what the Porsche appreciates. "God, I love this car," Saunders stops to text on the way to the Dales, some time after he gets off the motorway but before his phone →

◀ reception disappears like access to super-unleaded.

And when you thread the GT3 RS along these roads, you can see what he means. It is such a compelling piece of kit. It oozes precision and engineering feel in the purest way. Or, at least, the purest way a modern car is allowed to. I suspect you'd feel more alive still in a 997-generation 911 GT3 RS 4.0. And although, yes, it's firm and low enough to ground its front splitter (sensibly, made from flexible rubber, not brittle carbonfibre), it's not so harsh as to be overly unruly, even on the poorest roads, where the 488 would more easily cast imperfections aside. And it's narrower, visibility is better,

throttle response is electric and its PDK dual-clutch automatic gearbox is almost as good as the Ferrari's transmission. Drive it on these roads and the gap between them – a single point when we left Snetterton – doesn't get any bigger at all.

Then there's the Nomad – as different as you could ask for but no less compelling and engaging for it. If it were just silly – if its outlandish looks and an ability to turn around anywhere you wanted without grounding its front and rear – were all it had going for it, it'd be easy to dismiss here. But even without the adjustable shocks that you can specify to make the Nomad's suspension even more trick, across



In first place, it's the 488, followed by GT3 RS and Nomad





challenging roads it worms its way into your affections not just through sheer force of will but because there is genuine dynamic ability beneath it. It's just that it's not the conventional dynamic ability that we're used to. Yet body control is truly exceptional, the ride is sublime and it steers with true mechanical precision and feedback like no other car here. Its responses are impeccably linear, too. Its engine zings, not unattractively, although it's the delivery rather than the sound that makes it, and the manual gearshift is as crisp as they come. Could it really come first?

It could, because any of them could win it, but ultimately the nods from

our judges don't go that way. The Ferrari is simply too astonishing to overlook. Too docile, too impeccable in its road and track manners. Its gearshift is too fast and smooth, its brakes too indefatigable, its ride too composed and its handling just too damned compelling to overlook. Every one of our four judges decided that it was The One.

Two and three were harder to split. If you had a modern estate car as a daily driver and could choose either of these alongside it to drive until this contest comes around next year, to make a convincing argument that it should be a Nomad, rather than a car developed with all the might and intent of Weissach behind it,

you would *really* have to believe it. I do, but our other judges did not. Not quite. There's enough doubt that the Nomad is not for everyone, and that a GT3 RS is so dominant on a circuit, the traditional realm of a driver's car, that the Porsche gets the nod.

The official order, then, goes 488 GTB in first, then 911 GT3 RS, then Nomad. The fact that I'm the person writing this last section and have deliberately wrapped up the verdict early, though, is for a reason: to tell you that if you are in the unlikely position of choosing one, and only one, of these, and you think the Nomad could be that car, do it. You won't regret it for a nanosecond.

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BMW 7 Series

New-generation luxury saloon is a technological tour de force

MODEL TESTED 730Ld

● Price £67,700 ● Power 261bhp ● Torque 457lb ft ● 0-60mph 6.4sec ● 30-70mph in fourth 6.8sec
● Fuel economy 39.6mpg ● CO₂ emissions 132g/km ● 70-0mph 46.1m

Four decades is a long time for any car to linger in the shadow of its nearest rival, let alone a car so closely linked with its maker's latest technologies and engineering efforts as the BMW 7 Series.

But that, we'd argue, is what has happened. Originally launched in 1977, five years after the first limo that rival Mercedes-Benz officially called an S-Class, the 7 Series has been through five full model generations and yet has never quite managed to move out of the wake of its Stuttgart rival and leave its mark in the way of its smaller siblings.

Last year Mercedes sold two

WE LIKE Excellent drivetrain ■ Outstanding infotainment technology ■ Surprisingly pleasing to drive



● BMW's kidney grille enters another new chapter, here with visible flap control. In essence, the flaps open only when the engine needs the necessary cooling airflow.



● Horizontal blue bars signify BMW's Laserlight headlights, hitherto available only on the i8. They double the operating range of high beam to some 600 metres.



● Open both passenger doors and you'll find this tribute to BMW's hybrid carbonfibre construction method. Ironically, it looks a bit like a tacked-on afterthought.



● The 19in rims of our test car are standard fit. Air breather immediately behind helps to smooth airflow around the front arches. The chrome finisher turns it into a classy design feature.

S-Class for every 7 Series that rolled off the production line. While Daimler's luxury icon has become a sub-brand in its own right, BMW's has seen its flagship status impinged upon by hybrid supercars and 600bhp M6 four-door super-coups. Without the 7 Series, you wonder if BMW's custodianship of Rolls-Royce would have been half as successful – and yet where's the recognition?

Right here. The car you're looking at represents BMW's most committed attempt yet to finally crack the tough nut that is the global luxury saloon market. Sinking big bucks into an all-new platform, new construction



The 7 Series can be traced back to 1977

principles and materials, an adaptive, fully air-sprung chassis and pioneering infotainment and convenience features, BMW has baked the best of all it knows into this car. It's a clear attempt to return the

Seven to the state-of-the-art status it enjoyed when it pioneered in-car navigation and communication features in the late 1990s.

A petrol-electric plug-in hybrid version of the car, combining a 2.0-litre turbo four-pot engine with a powerful electric motor and emitting less than 50g/km of CO₂, will clearly play its part in that ascendant narrative but won't arrive until next year. Until then, UK buyers have six-cylinder turbo petrol, six-cylinder diesel and V8 turbo petrol engines to choose between, as well as two wheelbases and both rear and four-wheel drive configurations.

DESIGN AND ENGINEERING



Open the driver's door and you'll find a badge on the 7 Series' inner B-pillar proclaiming something BMW calls a 'carbon core'. This is nothing like a carbonfibre tub of the sort that Munich designed for the i8 or that McLaren uses for its models, but it does allow BMW to rightfully claim to be using machine-manufactured carbonfibre-reinforced polymer (CFRP) as a structural ingredient.

The car's body-in-white is →

WE DON'T LIKE Too much tyre noise ■ Adaptive suspension could be cleverer ■ Bland styling



● Chrome window frame is integrated as part of the door panel here, rather than as part of the body side. Effect is to make it look more of a piece and accentuate the Hofmeister kink.



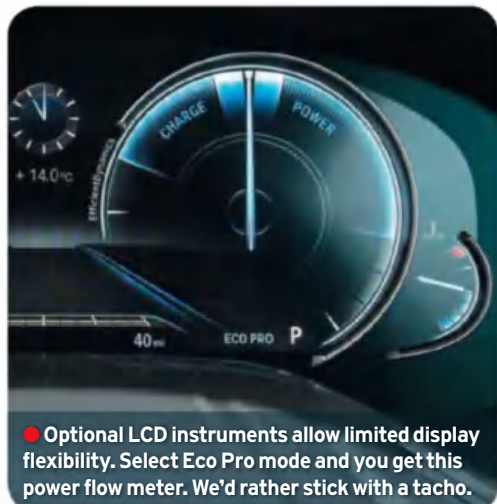
● Instead of a diffuser, a wide stretch of brightwork neatly encircles both tailpipes, which are themselves hidden away inboard. What surrounds them looks a fair bit easier to clean.



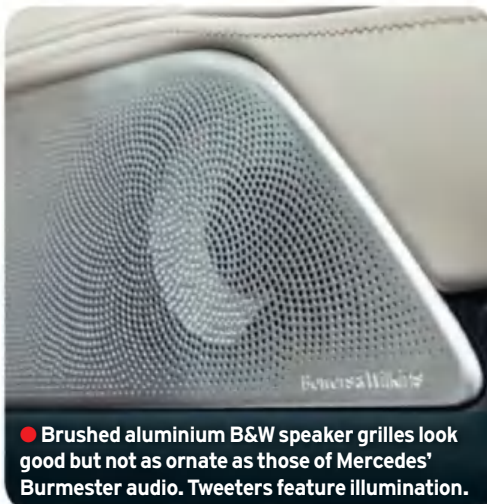
● Chrome bar between the LED tail-lights is a standard trick to make the car appear wider by breaking up its vertical expanse. If you don't like the shiny stuff, the Seven isn't for you.



● Standard car is just under 5.1m long; long wheelbase adds 140mm between the axles. Increased turning circle that results can be cut down again by optional four-wheel steer.



● Optional LCD instruments allow limited display flexibility. Select Eco Pro mode and you get this power flow meter. We'd rather stick with a tach.



● Brushed aluminium B&W speaker grilles look good but not as ornate as those of Mercedes' Burmester audio. Tweeters feature illumination.



● Satin silver switchgear is relatively plain but nice to operate. Massage button on door console is easily activated by mistake with your right knee.



MULTIMEDIA SYSTEM

You'd expect nothing short of the kitchen sink here – but somehow the car spectacularly over-delivers. All cars get the BMW Professional Multimedia and Navigation system, operating via a larger display than other BMWs enjoy. And for the first time on a BMW, you can control it three different ways: through the familiar iDrive controller, through a touchscreen interface or, as an option, through gesture control.

The system recognises up to six gestures through a 3D sensor at the base of the control display. Rotate an outstretched finger in a circular

motion to adjust audio volume; jab at the screen and you can answer a call. The idea is that these gestures can be performed without taking your eyes off the road – and after a bit of practice, the theory holds water.

BMW's Bowers & Wilkins 1400W Diamond audio system, with its 10-channel amp and 16 speakers, sounds very good, although perhaps not as good with low frequencies as Mercedes' 'Frontbass' system.

In the long-wheelbase car, rear-seat passengers can use an optional 7.0in tablet computer to control the entertainment system or browse the internet.

◀ predominantly a mix of aluminium and high-strength steel. It differs from type where BMW grafts long fillets of CFRP to the skeleton, notably along the pillars, roof rails, sills and transmission tunnel. Being both light and strong under torsion and compression, CFRP allows BMW to reduce the gauge of the metalwork to which it's bonded, all while making it more rigid. The upshot is a superstructure that's stiffer and 40kg lighter than that of the previous model, despite being larger.

Elsewhere, new near-source thermal and acoustic shielding saves a considerable amount of weight on NVH insulation. Underneath, a lightweight, aluminium-rich suspension design makes for 15% less unsprung mass, with double wishbones fitted up front and multi-links at the rear, cradling the weight via all-corner air suspension and adaptive dampers as standard. Model for model, the new 7 Series is up to 130kg lighter than its forebear.

An Integral Active Steering set-up, working through a new variable-ratio power steering system and rear-axle steering, is an option, as is an electromechanical active anti-roll bar set-up called Executive Drive Pro. The latter operates through the

new Adaptive mode on the Drive Performance Control, armed with data from the sat-nav, a stereo camera and analysis of your driving style, to keep the 7 Series' ride as smooth as possible on a predictive basis.

Our test car came with both the Integral Active Steering and Executive Drive Pro options. It also had BMW's entry-level engine, the 3.0-litre diesel – making 261bhp and 457lb ft – and the long-wheelbase body, stretched by 140mm compared with the standard car.

In light of all that tech, BMW might have been bolder with the styling. Evidently the company decided that 7 Series buyers like a familiar face and a formal aesthetic. Perhaps the memory of Chris Bangle's 'flame-surfaced' E65 7 Series, and the criticism it attracted more than a decade ago, is still too fresh for BMW to take a risk with the look of this car – but it seems a shame.

INTERIOR

★★★★★

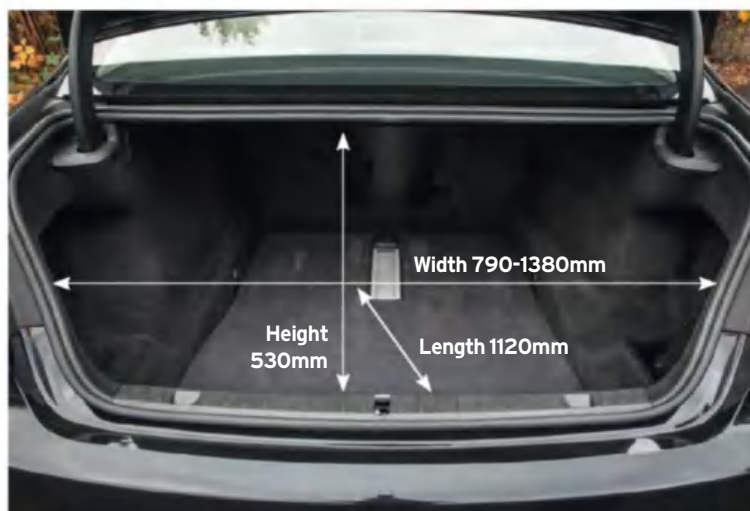
It's here more than anywhere that the 7 Series needs to excel. Outstanding refinement, rolling comfort and isolation are expected of any →



● There's plenty of space up front, while heated, ventilated and massaging seats are all available on the options list. Armrests are heated, too.

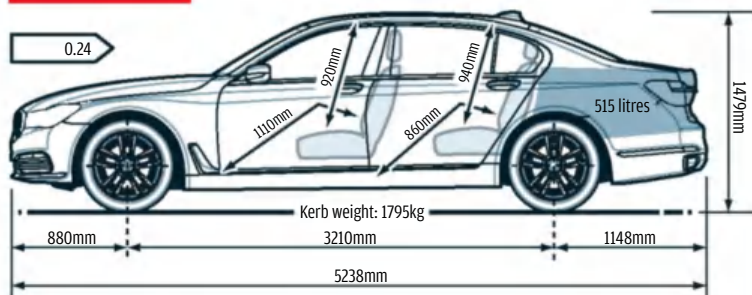


● Occupant room beats that of an S-Class in the back, while optional tablet PC and rear entertainment screens cover all multimedia bases.



● Boot is a substantial size, with a 515-litre capacity. Drinks chiller is optional and light enough to remove easily when you need to.

HOW BIG IS IT?



VISIBILITY

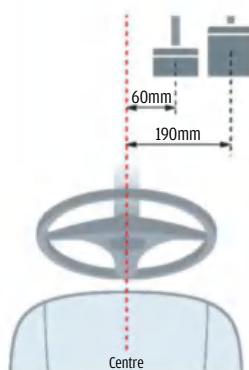
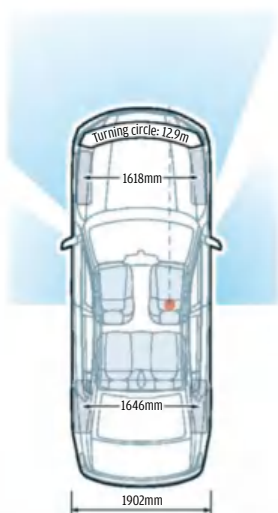
View is good all round, made all the better when manoeuvring by BMW's excellent surround-view cameras.

HEADLIGHTS

LEDs are standard, but our test car's Laserlights had excellent range and clarity. Beams shine a light on anything with an infrared heat signature in Night Vision mode. Very handy.

WHEEL AND PEDAL ALIGNMENT

Another German car with a right-sided pedal offset that may be pronounced enough to irritate shorter-legged drivers. Wide brake pedal helps to mitigate it a bit.



◀ full-sized luxury saloon, and we'll come on to those. But before dynamic factors enter the equation, the BMW cockpit has to feel like an inviting, luxurious and well-appointed place in which to travel – and in the all-important back seats, at least, it does.

The car passes hurdle number one by a nose, matching the long-wheelbase S-Class precisely on rear leg room (860mm by our typical measure) and beating it on head room by a clear 30mm. The Mercedes offers its driver marginally more maximum leg room, but both cars are more than competitive on that score, while the BMW scores with the taller, longer boot. The boot of our test car was partially filled with a removable drinks chiller, which was securely mounted yet fairly easy to detach, leaving more than enough space for daily or touring use.

Two options are key to maximising the richness of your passenger experience in the 7 Series: BMW's Executive Package (£2850) and the

Rear Seat Comfort Package (£4815). Our test car had both and therefore came with heated and massaging comfort seats, multimedia screens hanging from both front seatbacks and a tablet PC with which to control just about everything you might want to control from the back seat, from the ferocity of your seat massage to changing the channel of the in-car digital television. It also doubles as a web browser and can be removed if necessary.

Up front, the 7 Series' designers have gone to impressive lengths to conjure a sense of integrity, effortless usability and well-being. The silver switchgear, though plain looking, feels solid under your fingertips, the head-up display is 75% larger than on other BMWs and the colour-selectable ambient lighting is a lavish treat after dark. But the fascia layout looks too similar to those of BMW's other saloons to feel really special, and the absence of genuinely exotic material finishes is disappointing.

PERFORMANCE



You could bank on the 7 Series scoring well with its engines. The 730d's is in a class-leading position in all kinds of ways. Quiet, powerful, flexible and efficient, it lends the car the distinguishing air of assuredness you expect from something so large and expensive – but often fail to get in entry-level mechanical spec.

BMW's 'near-source' NVH control measures certainly do the trick. At idle, you'd hardly know that the straight six was even running, with engine noise registering just 40dB on our noise meter. And when the car gets under way, the engine's relative smoothness and good manners continue to impress. There's very little thrash or grumble in evidence at all – just a soft-edged and industrious thrum in the audible background.

BMW has always intended for the 7 Series to occupy a pseudo-sporting position in the limousine market, making the car faster and more interesting to drive than the luxury norm without compromising comfort levels adversely. It has enjoyed mixed success with that approach over the years, for reasons we'll get to. But, for the owner-drivers who may care, this new version remains fleet-footed enough still to justify that billing.

Our test car came with BMW's 'sport automatic' transmission fitted and also, we were surprised to find, standard launch control. Subjected to extremes of throttle and braking, the 730Ld kept decent control of its mass, gripping hard and generally responding well – and shunning the extremes of squat and dive you see in other comfort-orientated saloons. The 60mph mark came up from rest in 6.4sec – almost a full second quicker than a like-for-like S-Class – while it also stopped from 70mph more quickly than the Benz.

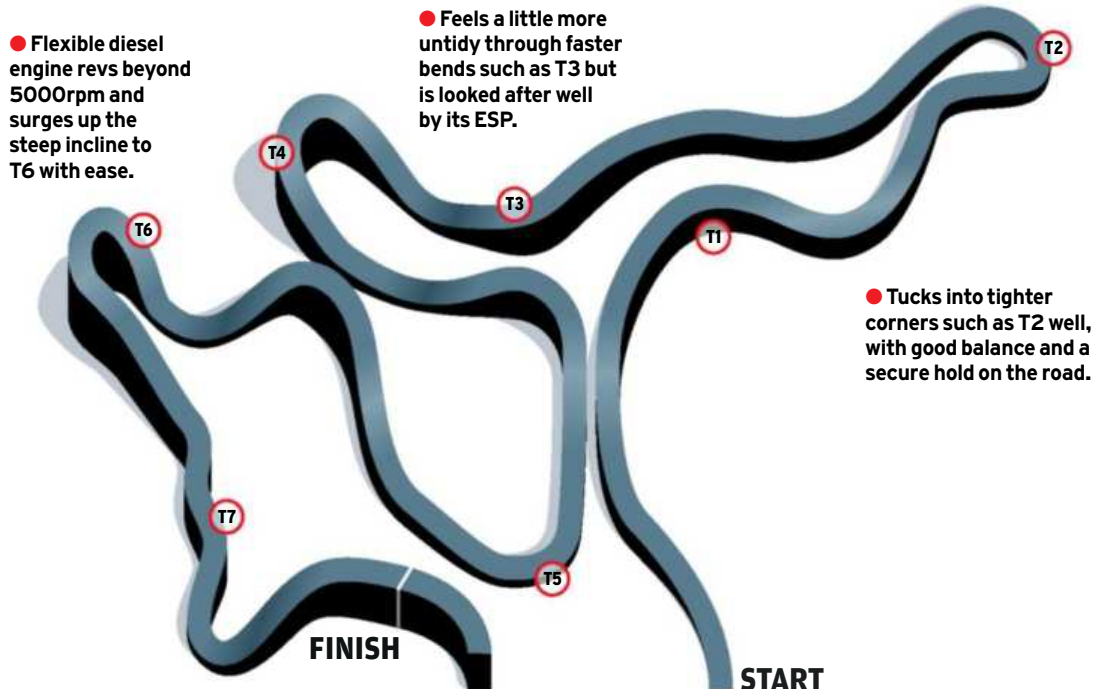
TRACK NOTES

Unless he's carrying someone very important away from someone very unscrupulous indeed, the 7 Series driver is unlikely to need to explore his car's dynamic outer limits. Still, should he need to, he'll find the car pleasingly accurate, balanced and manageable – both up to and beyond the point at which the tyres run out of grip.

In Sport mode, the car tackles sharp bends keenly for something so big. It rolls a little but soon settles on its outside contact patches, staying true to your intended cornering line and even tolerating early applications of throttle on exit without deteriorating into understeer.

At high speeds, the car's suspension firms up and ultimately keeps laudable control of its body through testing compressions, minimising pitching after-effects better than its rivals.

The BMW's electronic stability controls are subtle but effective and can be fully disabled – although we're not sure why you'd want to in this case.



ACCELERATION

BMW 730Ld 16deg C, dry

Standing quarter mile 15.0sec at 94.3mph, standing km 27.3sec at 121.6mph, 30-70mph 6.0sec, 30-70mph in fourth 6.8sec



Mercedes-Benz S350 Bluetec L (2013) 15deg C, dry

Standing quarter mile 15.7sec at 91.9mph, standing km 28.3sec at 118.7mph, 30-70mph 6.8sec, 30-70mph in fourth na



BRAKING 60-0mph: 3.09sec



Ride is cossetting but not as well isolated as that of an S-Class



The 730Ld has marginally more poised and precise handling than its more softly sprung rivals

Of much greater import to most owners will be the car's demeanour on more discreet, gentle throttle openings, of course. And in that mode, the powertrain serves the car just as well, always operating quietly, shifting imperceptibly, responding precisely to small pedal adjustments and proffering lots of torque to keep the car's mass effortlessly motivated.

The quantity of tyre noise produced and conducted by the suspension is the only bugbear – a minor one, but nonetheless a demerit for a luxury saloon. We recorded 63dB of road roar at a 50mph cruise, whereas an S-Class produces just 57dB. It is a result upon which BMW should seek to improve.

RIDE AND HANDLING

★★★★★

There's plenty of success to celebrate here – and only one serious criticism, at which we've already hinted.

The 730Ld's ride isn't quite as well isolated as you'd like it to be. The chassis can thump ever so slightly over raised ironwork and through drains at low speeds, and its bushing

doesn't seem to protect the cabin from the intrusive rumbles of coarser surfaces as well as some. It's a relative criticism only, and you'll need an S-Class, a Range Rover or something else very skilled at cossetting its occupants to know much better ride comfort than the 7 Series grants. Still, cars like this must be judged by the toughest standards on refinement – and the big BMW, like its forebears, leaves a little to be desired.

At higher speeds, there's some complexity for the 730Ld's driver to contend with in selecting the best drive mode for the road, the conditions and the prevailing speed. The softest suspension setting – Comfort Plus – allows the car's body to waft along agreeably enough for passengers, but it permits too much vertical body movement and steering-corrupting body roll to be much use above 40mph. Sport mode exacerbates the slightly fussy ride you sometimes encounter around town and should probably also be ruled out whenever well-heeled passengers are aboard.

BMW's Adaptive mode ought to offer the perfect compromise. It works well enough, keeping closer

control of the 7 Series' body than its rivals manage while being quite supple. However, as predictive chassis settings go, the Adaptive mode isn't quite as effective as Mercedes' Magic Ride Control; it doesn't allow you to roll over sleeping policemen with the same sense of imperviousness, for example.

For its driver, though, the 730Ld does have marginally more poised and precise handling than its more softly sprung rivals. Those active anti-roll bars, active steering systems and adaptive dampers do an excellent job of keeping the body level and on track and maximising grip levels as you stretch the big BMW's legs. What's even more pleasing to find is that they operate imperceptibly, without filtering unwanted hysteresis into the car's steering – which is light at all times and short on feedback, but at least consistent.

BUYING AND OWNING

★★★★★

We've already mentioned some of our test car's fitted options, which are priced at a level that would

make most of us wince. However, anyone used to spending upwards of £60,000 on a car these days will be used to being shaken down to the tune of another five figures on options and probably won't consider it much of an imposition to splash the necessary cash to configure their car as they choose. All models get wireless phone charging, a wi-fi hotspot, Navigation Pro, DAB radio, comfort seats all round and four-zone air conditioning as standard.

Those same 7 Series owners will be pleased that their cars beat their competitors on CO₂ emissions by enough to fall a couple of percentage points lower on benefit-in-kind taxation – and a couple of per cent of list price on a £70k car is plenty.

However, they may be less impressed by the BMW's projected residual values, which may lag behind those of the soundest buys in the class, according to our sources, in turn unavoidably impacting upon business contract hire rates.

The 7 Series hits back with very creditable real-world fuel economy, returning almost 40mpg over our road test procedure – including the usual punishing track session. →

BMW 730LD

On-the-road price	£67,700
Price as tested	£95,250
Value after 3yrs/36k miles	£26,775
Contract hire pcm	£845.42
Cost per mile	£1.17
Insurance/typical quote	na

EQUIPMENT CHECKLIST

18in alloy wheels	■
Black Sapphire paint	■
Ivory white/black nappa leather	■
Professional Media/Navigation	■
Wi-fi hotspot	■
Comfort seats front and rear	■
Integral Active Steering	£1195
Executive Drive Pro	£2450
Sky Lounge panoramic sunroof	£1695
Driving Assistant Plus	£2960
Bowers & Wilkins Diamond audio	£4675
Executive Package	£2850
Rear Seat Comfort Package	£4815
BMW Laserlights headlights	£2450
Seat ventilation, front and rear	£1970
Ceramic finish for controls	£450
Surround-view cameras	£400
Park Assist	£375
Online Entertainment with internet	£420
Independent rear telephone	£685
BMW gesture control	£160
Options in bold fitted to test car	
■ = Standard na = not available	

RANGE AT A GLANCE

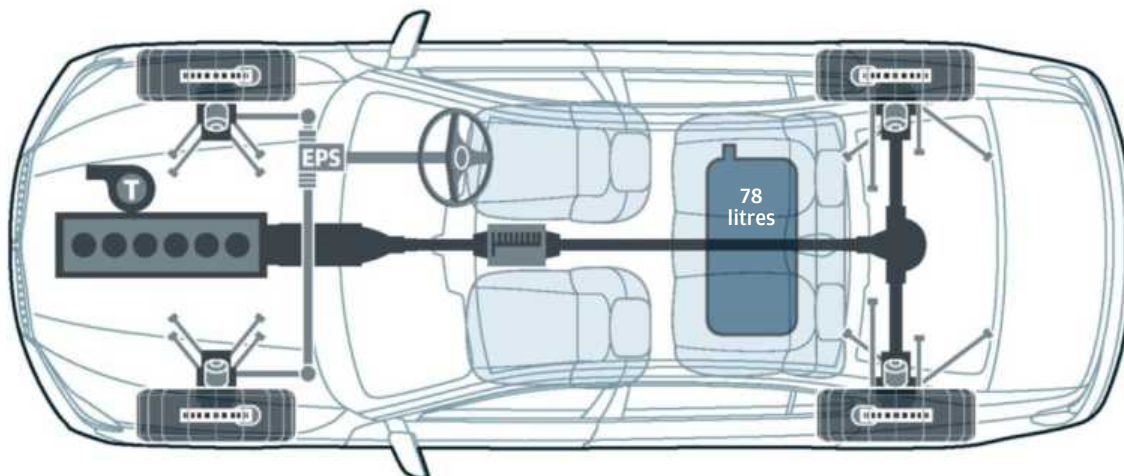
ENGINES	POWER	FROM
730d	261bhp	£64,530
740Li	322bhp	£72,060
740e	322bhp	na

TRANSMISSIONS

8-spd automatic	■
Sport automatic transmission inc shift paddles and launch control	£235

TECHNICAL LAYOUT

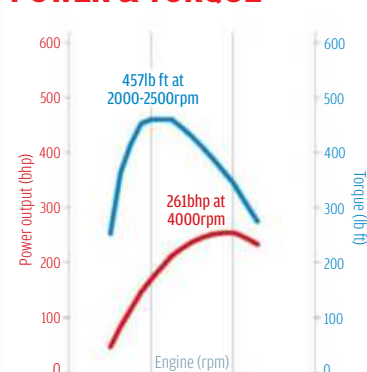
Straight four, straight six and V8 engines mount longways up front, driving the rear wheels – or all four, in the case of xDrive variants – via a front-mounted eight-speed automatic gearbox. Suspension is by double wishbones up front and multi-links at the rear, under air springs and adaptive dampers as standard. Active anti-roll bars and four-wheel steering are optional.



ENGINE

Installation	Front, longitudinal, rear-wheel drive
Type	6 cyls in line, 2993cc, diesel
Made of	Aluminium block and head
Bore/stroke	84.0mm/90.0mm
Compression ratio	16.5:1
Valve gear	4 per cyl
Power	261bhp at 4000rpm
Torque	457lb ft at 2000-2500rpm
Red line	5400rpm
Power to weight	145bhp per tonne
Torque to weight	255lb ft per tonne
Specific output	87bhp per litre

POWER & TORQUE



CHASSIS & BODY

Construction	Aluminium/steel/CFRP monocoque
Weight/as tested	1795kg/na
Drag coefficient	0.24
Wheels	8.5Jx19in (f), 9.5Jx19in (r)
Tyres	245/45 R19 (f), 275/40 R19 (r), Pirelli P Zero
Spare	Run-flats

TRANSMISSION

Type	8-spd automatic
Ratios/mph per 1000rpm	1st 5.00/6.4 2nd 3.20/10.0 3rd 2.14/15.0 4th 1.72/18.7 5th 1.31/24.5 6th 1.00/32.1 7th 0.82/39.1 8th 0.64/50.2
Final drive ratio	2.563:1

ECONOMY

TEST	Track	27.7mpg
	Touring	48.9mpg
	Average	39.6mpg
CLAIMED	Urban	49.6mpg
	Extra-urban	65.7mpg
	Combined	58.9mpg
	Tank size	78 litres
	Test range	679 miles

SUSPENSION

Front	Double wishbones, air springs, adaptive dampers, active anti-roll bar
Rear	Multi-link, air springs, adaptive dampers, active anti-roll bar

STEERING

Type	Electromechanical, active variable-ratio rack and pinion with active rear-wheel steer
Turns lock to lock	2.3
Turning circle	12.9m (without rear steer)

BRAKES

Front	Ventilated discs
Rear	Ventilated discs
Anti-lock	Standard, with brake assist

CABIN NOISE

Idle	40db
Max revs in third gear	70db
30mph	57db
50mph	63db
70mph	64db

SAFETY

DSC, ABS, DTC, CBC, DBC	
Euro NCAP crash rating	Not tested

EMISSIONS & TAX

CO ₂ emissions	132g/km
Tax at 20/40% pcm	£271/£542

ACCELERATION

MPH	TIME (sec)
0-30	2.4
0-40	3.5
0-50	4.9
0-60	6.4
0-70	8.4
0-80	10.7
0-90	13.7
0-100	17.1
0-110	21.4
0-120	26.4
0-130	32.9
0-140	-
0-150	-
0-160	-

ACCELERATION IN GEAR

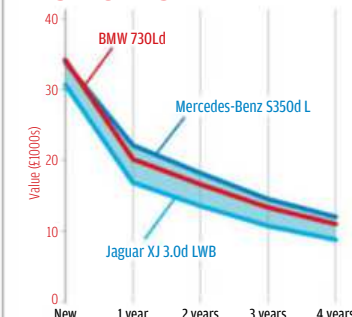
MPH	2nd	3rd	4th	5th	6th	7th
20-40	2.0	3.1	4.5	-	-	-
30-50	2.7	2.6	3.1	4.7	-	-
40-60	-	3.0	3.2	4.2	6.3	-
50-70	-	3.7	3.7	4.3	5.7	8.2
60-80	-	-	4.4	4.7	5.8	7.7
70-90	-	-	5.7	5.4	6.2	7.9
80-100	-	-	-	6.4	6.8	8.2
90-110	-	-	-	7.8	7.9	8.9
100-120	-	-	-	11.1	9.3	-
110-130	-	-	-	-	-	-
120-140	-	-	-	-	-	-
130-150	-	-	-	-	-	-
140-160	-	-	-	-	-	-

MAX SPEEDS IN GEAR

1	35mph 5400rpm
2	54mph 5400rpm
3	81mph 5400rpm
4	101mph 5400rpm
5	132mph 5400rpm
6	155mph 4829rpm
7	155mph 3960rpm
8	155mph* 3090rpm
	* claimed

RPM in 8th at 70/80mph = 1396/1595

RESIDUALS



● Disappointing. CAP says new Seven won't retain value like older S-Class but should be a better bet than XJ.

THE SMALL PRINT Power-to-weight and torque-to-weight figures are calculated using manufacturer's claimed kerb weight. © 2015, Haymarket Media Group Ltd. Test results may not be reproduced without editor's written permission. For more information on the 730LD, contact BMW Customer Services, Summit One, Summit Ave, Farnborough GU14 0FB (0800 561 0666, bmw.co.uk). Cost-per-mile figures calculated over three years/36,000 miles, including depreciation and maintenance but not insurance; Lex Autolease (0800 389 3690). Insurance quote covers 35-year-old professional male with clean licence and full no-claims bonus living in Swindon; quote from Liverpool Victoria (0800 066 5161, lv.com). Contract hire figure based on a three-year lease/36,000-mile contract including maintenance; Wessex Fleet Solutions (01722 322888).

AUTOCAR ROAD TEST
Read all of our road tests autocar.co.uk

BMW 730Ld

AUTOCAR VERDICT ★★★★★☆

Outstanding in some ways but lacking the gravitas of a true luxury great



The new 7 Series is a car defined by both BMW's acknowledged strengths and its weaknesses; that it feels much like a facsimile of a BMW sports saloon blown up by 150% says everything that most will need to know.

There's much better material quality, luxury and refinement here than that simplification would suggest, of course, not to mention impressive in-car technology and outstanding performance, handling and efficiency. But most of those are traditional BMW virtues.

Where the firm has tended to fall down of late is when zeroing in on dynamic qualities specific to vehicle class and in failing to venture forth with genuinely imaginative design. Predictably, then, the 7 Series is a surprisingly good driver's car but could be a better luxury conveyance. Although it's immutably built, the BMW doesn't feel as rich, desirable or special as some of its rivals.

Instead, the 7 Series struggles to cast off the bland, pedestrian flavour of a lesser saloon, and while it has some impressive constituent parts, it never feels greater than the sum of them.

No 5242

TESTERS' NOTES



NIC CACKETT

I don't care for ambient lighting, but the extra-large pillar lights for rear occupants make it worthwhile. They give just enough light to read by, without needing a ceiling light on.



MATT SAUNDERS

BMW's surround-view camera system takes another developmental leap forward. Select reverse and the view on the control display is as if taken from a 360deg periscope just above the roof. Remarkable.

SPEC ADVICE

Integral Active Steering will cut down the turning circle, so it's worth having. Executive Package (£2850) and Rear Seat Comfort Package (£4815) are desirable, too. Opt for the Pure Excellence interior design package (£1550) if you want deep-pile carpets – because who doesn't?

JOBS FOR THE FACELIFT

- Quieten down the ride with better bushing and wheel arch insulation.
- Be more imaginative and lavish with the cabin design.
- Keep developing the predictive ride.

AUTOCAR ROAD TEST TOP5

MAKE	1st	2nd	3rd	4th	5th
Model	MERCEDES-BENZ S350d LSE Line	RANGE ROVER 3.0 TDV6 Vogue	TESLA Model S 90kWh	BMW 730Ld	JAGUAR XJ 3.0d V6 Luxury LWB
Price	£67,995	£74,950	£66,935	£67,700	£61,690
Power	254bhp at 3600rpm	254bhp at 3500rpm	375bhp at 6000rpm	261bhp at 4000rpm	296bhp at 4000rpm
Torque	457lb ft at 1600rpm	443lb ft at 2000rpm	325lb ft at 0rpm	457lb ft at 2000-2500rpm	516lb ft at 2000rpm
0-60mph	7.3sec	7.9sec (claimed, to 62mph)	circa 5.0sec	6.4sec	6.2sec (claimed, to 62mph)
Top speed (claimed)	155mph	130mph	125mph	155mph	155mph
Fuel economy (combined)	50.4mpg	40.9mpg	circa 400wh/mile	58.9mpg	49.6mpg
Kerb weight (claimed)	1975kg	2215kg	2108kg	1795kg	1860kg
CO₂/tax band	141g/km, 26%	182g/km, 34%	0g/km, 5%	132g/km, 24%	149g/km, 27%
Verdicts on every new car, p78	Opulent, advanced, incredibly refined. The S-Class is expertly realised and utterly persuasive. ★★★★★☆	Envelops you in a lavish, invincible sense of occasion, wherever you drive it. ★★★★★☆	A standout electric car that also feels like the future of luxury motoring. ★★★★★☆	Rules on in-car tech and diesel powertrain sophistication, otherwise too bland to excel. ★★★★★☆	Rare blend of dynamism and luxury, although not as spacious or cossetting as some. ★★★★★☆

LETTER OF THE WEEK

Emission perdition

Angus MacEachran is entitled to refuse to buy VW Group models (Your Views, 28 October), even if that means accepting cars that are not his first choice. But I would not cross the car I want off my list because of the behaviour of some of the employees of the company that makes it.

As Jeff Loomes (Your Views, 28 October) pointed out, no one bought these cars because of their nitrogen oxide emissions, so anyone ignoring VW is cutting off his own nose to spite his face.

Urged on by the press, Joe Public is quick to join the outcry, but the cars aren't doing anything they weren't before; the only difference is knowing the results of some emissions tests.

I shall continue to buy Audis as long as I'm happy that they are the cars I actually want.

Norman E Hawkes
Hessle, Yorkshire



WIN

Letter of the week wins a
ValetPRO exterior protection
and maintenance kit worth £58.95

Valet PRO
PROFESSIONAL VALETING SUPPLIES

TEST FOR WESTER

Unfortunately, Harald J Wester's vision for Alfa Romeo contains some familiar old flaws (Interview, 14 October).

Alfa Romeo cannot achieve its desired market position until Fiat truly appreciates the value of the brand and gives it the investment and freedom it still seriously requires.

The UK buyer has a fond appreciation of Italian products and is generally forgiving of any previous problems, but service expectations are now higher than ever and thinking that Alfa buyers will accept premium prices for claimed premium products while relying on Fiat and Chrysler dealer service is never going to work when compared with the German and Japanese rivals.

Mr Wester joined Alfa in 2004, and until now we've seen nothing really new except a niche 4C and lots more talking.

Compare this with what its target

German competitors have done in the same time line and we must conclude that while it makes for interesting reading, nothing has changed, or is changing, at Alfa Romeo.

Richard Hallsworth
via email

GIULIA: MISSION POSSIBLE

Great article on the essence of Alfa saloons ('Turin Proud', 14 October); it's not what the cars do but how they do it.

The most memorable cars impart a sense of occasion, and a good Alfa Romeo can make any journey something to be enjoyed.

Unusually, the Giulia has been introduced to us all guns blazing as the Cloverleaf; I hope this approach means that what makes this model special filters down the range.

The new Giulia is not a beautiful car in the mould of the 164, 156 and 159,



The XE should appeal to younger buyers

but like the 75 I am sure it will be an extremely endearing sight on the road.

If the new car emulates the original Giulia then Alfa really will have achieved the impossible.

Michael Joannides
Coventry, West Midlands

YOUNG AND XE

Much praise has been heaped on the new Jaguar XE by readers, and I have seen many on the road already.

Having been a dealer principal of a Jaguar dealer for many years, I'm aware of the customer base and perceived image that Jaguar has, but the XE could change all that. It will appeal to new Jaguar drivers, particularly younger drivers, and that's no bad thing.

For the XE to be the success it deserves to be, the Jaguar image needs a refresh, and this car could introduce it to another audience. Another way to do this would be for Jaguar to enter the British Touring Car Championship.

Andrew Jeffery
Denby Dale

NSX NOT EXCEPTIONAL

I am disappointed by the appearance of the new Honda NSX (First Drives, 28 October). It's so bland, with no sense of excitement.

It could be one of a couple of dozen or more similar shapes from anywhere

AUTOCAR

What you're saying on autocar.co.uk

Mazda RX-Vision concept revealed

I'm not a fan due to reliability issues, but I love the RX-8.

si73

Love the subtle homages in the detail to the FD.

jason_recliner

I thought rotary engines were supposed to be compact. Why the extra-long bonnet?

abkq

At last, a great-looking car which looks like it



was fun to make. Want, want, want.

Pistachio

Mazda and Lexus are once again setting the bar for exciting new

design and technology.

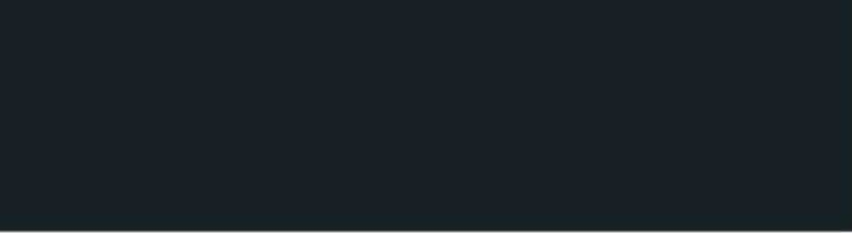
Cromagnon

Just the right side of elegant with a touch of menace at the front.

Marv

Does the Macan GTS reverse the trend for high-rise SUVs?





Not premium enough for you? You're old and boring, says John



— and Honda wonders why its sales in Europe are so low. Your road test of the Jeep Renegade in the same issue misses the very point I make above.

The Jeep has fun and style in spades and will appeal to younger people in a way your top five Jeep rivals never will; they are all cars for old drivers.

Are younger drivers really concerned with the finer points of premium brand and upmarket image? No, you have to be older and somewhat boring to view and rate cars from that perspective.

John McGouran
Dublin

OPEL AND OUT

Hilton Holloway comments that Vauxhall-Opel's share of the European car market has halved over the past two decades (News, 28 October).

GM's decline contrasts greatly with Ford, whose Fiesta and Focus models

have regularly been at (or close to) the top of their class in Autocar reviews.

If new GM models don't get rave reviews on launch, the consequences aren't hard to figure out, and recent efforts have not been up to scratch.

In the 1970s Opel had a great range in the Manta, Ascona, Kadett C and others. I look back fondly on my Kadett C coupé, even though it had a small engine.

I greatly appreciated its ride, handling, looks, stability and economy. A GT/E would have been even more desirable.

Now I wouldn't even consider a GM product, and clearly I am not alone.

Andrew Bodman
Bugbrooke, Northamptonshire

HOW LOW CAN YOU GO?

Well, well, well. Having followed the fashion for conventional styles being disfigured by jacked-up suspension, Porsche has started the move to bring it back down to earth by lowering the latest Macan (News, 28 October).

So insidious has been the growth of these eyesores that when I first saw the F-Pace I thought it looked normal.

Incidentally, it has dawned on me that motorcycles went the elevated way years ago with so-called 'adventure' bike, ridden off road by about 0.5% of owners. (I have owned several and they're great for tackling a farm track.)

Peter Taylor
via email

OUTLANDISH OUTLANDER

Your article on the Mitsubishi Outlander PHEV (First Drives, 28 October) quotes fuel economy as 156mpg when a more accurate figure is 45mpg. This makes the VW emissions fiasco look okay. You get zero road tax and company car tax is low, but people who have a company car don't tend to do only 25 miles a day.

Simon Grice
Sheffield



NEXT WEEK

Inside the magazine – on sale 18 November

SPECIAL REPORT



0-120-0 challenge Accelerating and braking challenge, with Jaguar, Radical and more



FEATURE DRIVE

Ferrari Testarossa revisited
Andrew Frankel tracks down his family's old steed after 27 years



FIRST DRIVE

Audi Q7 e-tron
Can the plug-in diesel-electric SUV match its on-paper stats?

ROAD TEST



Mercedes CLA Shooting Brake Sharply styled estate fully assessed by our testers

CONTENTS SUBJECT TO CHANGE

OUR CARS

A week in the life of Autocar's fleet



Ssangyong Tivoli

FIRST REPORT This Nissan Juke rival from South Korea provides stacks of kit for a modest outlay, but does it offer much more than that? We've got six months to find out

Now here's a thing. You know the small SUVs that are all the rage at the moment? I can't help feeling there's a bit of 'emperor's new clothes' about them. Sure, you get to sit a few centimetres higher than you would in a regular supermini, but the rest of the packaging is just the same – worse, in some cases. You're paying a lot for style over substance.

Then there's the Ssangyong Tivoli, the latest arrival to the market and one that aims to take on the likes of the Nissan Juke, Renault Captur and Mazda CX-3 not only on price and value – traditional strong points for South Korea's fourth-largest car manufacturer – but also on interior space. And we've got the next six months with one to decide if it succeeds.

The Tivoli, you see, is a baby crossover that really is halfway to being a family SUV. It's the first all-new

offering from Ssangyong since it was taken over by Indian giant Mahindra in 2011 and (whisper it quietly) it's not a bad effort at all. It sits on an all-new platform and gets fresh 1.6-litre petrol and diesel engines, developed in house.

You can have four-wheel drive, if you want, or swap the standard six-speed manual gearbox for a six-speed auto that's the same Aisin unit used in the latest Mini. The CO₂ emissions on the diesel aren't stellar by class standards but, at 113g/km for a two-wheel-drive manual, they're respectable enough.

Starting from scratch has allowed Ssangyong to make the Tivoli relatively large for the class. Two adults can actually sit in the rear seats, behind two adults up front. The boot capacity is a commendable 423 litres, which is a little more than you get in a Skoda Yeti and quite a bit more than in a Citroën C4 Cactus or a Juke.



Brisk progress is made possible by the diesel's torque

LEXUS
NX300H


Mark Pearson

MAZDA
CX-3


Mel Falconer

MAZDA
MX-5


Matthew Burrow

MCLAREN
650S
SPIDER


Mark Tishshaw

MERCEDES-BENZ
E-CLASS
ESTATE


Andrew Frankel

PORSCHE
PANAMERA


John McIlroy

RANGE ROVER
SPORT


Steve Cropley

RENAULT
TWINGO


Matthew Burrow

SKODA
FABIA


Tom Webster

SKODA
OCTAVIA


Matt Burt

SSANGYONG
TIVOLI


John McIlroy

SUZUKI
CELERIO


Steve Cropley

VAUXHALL
CORSA VXR


Mark Tishshaw

VOLKSWAGEN
GOLF R


Allan Muir

Contrasting roof colour is part of a £400 styling pack



Most models get a 7.0in screen; ELX has sat-nav



Rear cabin is roomy enough to house two adults



Our Tivoli is front drive, but all-wheel drive is an option

I much prefer the diesel version. The non-turbo petrol feels limp by comparison

The Tivoli has the makings of a practical family car, in other words – and you can't say that about many small crossovers. We'll leave you to make up your own mind on the styling (it has split opinion here), but a few of the obvious small-SUV trademark touches are there: floating roof (thanks to blacked-out C-pillars), lots of daytime running lights, roof rails and just enough wheel arch cladding to hint at off-road ruggedness.

Tivoli prices start at a vaguely ludicrous £12,950 for a two-wheel-drive manual petrol SE, which still brings air-con, cruise control, Bluetooth, seven airbags and 16in alloy wheels. However, we've gone for a reasonably high-spec diesel model, for a number of reasons.

First, going for a plusher edition gives us a chance to try out more of the toys. Second, having tried both engines, I much prefer the diesel, which spins up reasonably smoothly and has the torque to even feel brisk from time to time. The non-turbocharged petrol engine feels limp by comparison and continually needs to be worked hard.

Third, diesel fits better with Ssangyong's existing customer base. Indeed, despite Ssangyong's desire for new conquest customers, I'd be surprised if the Tivoli still doesn't end up with a disproportionately high percentage of diesels in its sales breakdown.

Finally, even the ELX trim that

we've chosen doesn't actually cost that much. The on-the-road price is £17,250 and we've added £900 worth of options to that figure: blue metallic paint (£500) and a styling pack (£400) that brings tasty 18in alloys and a contrasting colour on the roof and door mirrors. Sum total? Just over £18k, or about the same as a low-spec Mazda CX-3. We're probably talking a couple of hundred quid per month on a PCP finance deal, with a sensible deposit and mileage.

ELX is properly loaded, too. Most Tivolis get a crisp 7.0in touchscreen display in the centre of the fascia, but ELX adds TomTom navigation software and a reversing camera to the same system. It also brings full leather seats, heated front seats, keyless go, dual-zone climate control, auto-dimming rear-view mirror, automatic headlights and wipers, folding side mirrors and front and rear parking sensors. You'd

be looking at £20,000-plus for a mainstream rival with anywhere near this level of equipment.

In truth, though, that sort of value proposition isn't really anything new to Ssangyong. What we're here to discover is whether the Tivoli really is the car that deserves to bring fresh customers for the brand, beyond its usual clientele of caravan towers, vets and farmers. This means that mere numbers alone won't be enough over the next six months. We want a bit of surprise and delight during everyday use as well.

john.mcilroy@haymarket.com

Ssangyong Tivoli 1.6 Diesel ELX

Price £17,250 Price as tested £18,150

Options Metallic paint £500, Styling Pack (18in diamond-cut alloy wheels, contrasting roof and door mirror colour) £400 Economy 50.9mpg

Faults None Expenses None

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Audi TT Roadster

Mileage | 6883 Cabin creaks and niggles result in not one but two trips to the dealer

The TT has been in for some remedial work. Quite a lot of remedial work, in fact, although none serious.

To recap: the sliding lid on the stowage tray/coin tidy in the centre console had stopped sliding, the driver's door speaker grille kept popping out of the door card (a problem on my previous TT, too) and there was a continual creak from somewhere behind the occupants' heads. So I booked the car in at West London Audi so that they could take a look at it.

Gaining access to the dealership is an experience in itself. A door opens and you drive into a warm and dry docking bay, where you're greeted by a host of people ready to take the car off your hands and welcome you in. It's all very convivial; they take your details and find out what needs doing to your car.



A mystery creak was traced to the bootlid bumpstops



Trip to the dealer was an event in itself

In this case, they told me what needed doing, too. Apparently the headlight alignment needed looking at – not a recall as such, but something they like to see to if the car is in for servicing. It was for the “coding of the headlight range control”, whatever that means.

Anyway, I drove out with a technician so I could demonstrate the creak that was coming from I know not where. He knew not where either and told me that he could find it, but that it would take a while. The car wasn't due to stay in for long enough, so we agreed that it wouldn't get done this time.

Trouble is, not much else got done, either. The headlights were recalibrated, but none of the parts was available for any of the other jobs. They were duly ordered and the car went back for a second time once they'd arrived.

The stowage tray and the speaker grille were both replaced under warranty. The reason the grille was popping out of position, I was told, was that the clips holding it in had been moulded inaccurately. The creaking from the rear was narrowed down to the bootlid hinge bumpstops, which are made of rubber. The solution was to top them off with a bit of felt. I hope it sticks. stan.papior@haymarket.com

Audi TT Roadster 2.0 TFSI S line

Price £34,651 **Price as tested** £40,315
Economy 36.3mpg **Faults** Door speaker rattle, sticking cubbyhole cover, squeaking over speed bumps **Expenses** None **Last seen** 7.10.15



Land Rover Defender

Mileage 19,566

You might remember that in my previous update, I mentioned that the Defender had shut down of its own volition a couple of times. Well, the cause of the problem has now been found.

I was stationary in traffic on the

way back from holiday in Spain when it first happened. Idling in the queue for an autoroute toll booth in 30deg C-plus heat with the air conditioning blowing and the radio belting out terrible Europop, the whole caboodle just died: engine off, radio silenced, no power steering, nothing.

It was as if I'd switched off the ignition. Except I hadn't.

I was on a downhill stretch, so I rolled onto the hard shoulder and tried a variation on the standard IT method: got out, locked the car, unlocked it again and tried the ignition. Hey presto, the engine fired up and everything seemed fine.

Feeling a bit sheepish, I switched off the air-con, in case something had gotten too hot under the bonnet, and tried to keep the car moving. But after a couple of hours I got over it and made a note to mention it to the dealer when the car next needed an oil service.

Then, a month later, the same thing happened again about 10 seconds after firing up the Defender in the office car park. Clearly not too much heat, then. Only this time it didn't come right.

The battery seemed charged, but I'd read that some ECUs can be flaky if the voltage drops. A Defender should charge itself well enough on idle, but it was all I could think of. A spot of battery juice was no help, though.

Time to put the warranty programme

to the test – except, well, I had to go away for a couple of weeks, so Land Rover HQ said they'd come and have a look while I was absent. They diagnosed and fixed a loose connection on the ignition switch – weird, but it explains the symptoms perfectly. And all seems fine again. matt.prior@haymarket.com

Land Rover Defender 90 Station Wagon XS

Price £28,170 **Price as tested** £33,200
Economy 26.8mpg **Faults** Loose ignition wire **Expenses** None **Last seen** 21.10.15



Loose wire caused total shutdown

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REPRESENTATIVE EXAMPLE: Mitsubishi Outlander PHEV GX4h

On The Road (OTR) Price	£29,000.00
Customer Deposit	£9,125.00
Monthly Payments	£299.00
Option to Purchase Fee (inc in final payment)	£10.00
Final Payment (GFV)	£11,950.00
Total Amount of Credit	£19,875.00
Total Amount Payable	£31,839.00
Duration of Agreement (mths)	37
Representative APR	5.9% APR
Interest Rate (fixed)	3.1%

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1. The Alternatives PCP finance plan shown above is only available to customers aged 18 and over, subject to status only through **Shogun Finance Ltd T/A Finance Mitsubishi, 116 Cockfosters Rd, Barnet, EN4 0DY**. Finance Mitsubishi is part of Lloyds Banking Group. Alternatives figures are based upon an annual mileage of 10,000, excess mileage will be chargeable. The Guaranteed Future Value (GFV) is subject to the vehicle being returned on time, in good condition (fair wear and tear accepted), within the permitted maximum mileage and all the required payments having been made. Final payments (GFV) and monthly repayments may vary dependent upon date of registration and mileage, examples are a guide. Full written quotations are available upon request. Offer is only applicable in the UK (excludes Channel Isles & I.O.M) and may be withdrawn at any time. Offer available at participating dealers between 29th September to 29th December 2015. 2. Official EU MPG test figure shown as a guide for comparative purposes and may not reflect real driving results. 3. Congestion Charge application required, subject to administrative fee. 4. 32 mile EV range achieved with full battery charge. 510 miles achieved with combined full battery and petrol tank. Actual range will vary depending on driving style and road conditions. 5. CO₂ Emissions: 44 g/km.

THE LOG BOOK

**Mercedes E-Class Estate****Mileage 19,521 Last seen 21.10.15**

Why can't car makers agree on which way dial controllers should be turned? To zoom into the nav screen on the Benz, you turn counter-clockwise, but Audis turn clockwise. Which is correct? A screwdriver turns to the right to screw in and the same should be true for sat-navs. But I wouldn't mind which way I turned if all cars were the same. **AF**

**Renault Twingo****Mileage 3318 Last seen 14.10.15**

In a rear-engined city car, where does the spare tyre or repair kit live? That question left me reaching for the handbook after a nail punctured a tyre. It turns out the repair kit is hidden behind the front passenger footwell. The kit worked well and got the Twingo back on the road, but it means a new tyre is needed, because once filled with the chemical, the old one can't be repaired. **MB**

**Skoda Octavia Estate****Mileage 16,284 Last seen 21.10.15**

Recently went on a Hebridean road trip. Drove halfway there in the Octavia before meeting friends for the onward journey in a Land Rover Discovery. The Disco was ideal in all ways but one: comfort for rear passengers. Back in the Skoda on our return, my two passengers both commented on the generous leg room and comfortable seats. **MB**



Jaguar XE

Mileage | 4700 Our Jag gatecrashes an Audi event before turning to airport taxi duties

A week away from the office meant a chance to spend some quality time with the XE. It's amazing how quickly you can bond with a car like this, despite the disapproving looks I've been receiving from two XF owners who live along my street. They look down on the smaller, cheaper XE, as if it shouldn't be carrying the Jaguar badge. I disagree. In fact, I think the look of this baby Jaguar is more than a match for BMW's 3 Series and the Mercedes-Benz C-Class and at least on a par with that of Audi's new A4.

By chance, one of my first appointments in the XE was to go and drive the new A4 in the Cotswolds. I felt slightly sheepish, turning up in one of the A4's biggest rivals, but if anything the day proved that Audi has bested Jaguar when it comes to interior design.

Now, let's be clear here: there is little wrong with the XE's cabin. It feels luxurious and premium, with leather in all the right places and plenty of space up front. It isn't overtly stylish, however, and 10 minutes in the Audi will tell you that Ingolstadt has the edge here, even if the XE does have some nice touches (I don't think I'll ever get bored with the way the round gear selector rises up from the centre console on start-up).

What the Audi can't match, however, is the XE's sense of occasion. I took the



The cabin feels premium and is roomy up front, but rear passenger space is limited

scenic route back home and jumped at the chance to put both the XE's driving mode selector and the eight-speed automatic transmission into their respective Sport modes. Immediately, the transmission kicked down a gear and I opted to use the wheel-mounted shift paddles.

In this mode, the XE really does show its potential as a sports saloon. It isn't sports-car fast, but the 317lb ft torque peak makes itself known at around 2000rpm, propelling the speedo needle swiftly around its dial. Using the paddle shifters is also a joy – they provide quick changes both up and down – while Jaguar's sports steering feel is intact in this XE.

Sadly, the engine note doesn't enhance the experience. We've already said the 2.0-litre Ingenium diesel has a gruff tone next to that of its rivals, and that remains true when under load. It isn't unpleasant, but it is noticeable.

Next up was a trip to Heathrow to collect my parents after their holiday. With a capacity of 455 litres, the XE's boot swallowed two big suitcases quite easily. Both passengers opted for the rear bench – a tight fit with a taller driver like me up front. The C-Class and 3 Series both have more shoulder room for rear passengers. When I tried the rear seats myself, I could see where complaints might arise.

These are small issues, though, because the XE has already proved itself to be a comfortable commuter. We're averaging just under 48mpg, through a mix of mostly urban driving with the occasional motorway stint thrown in. That's less than the 67.3mpg Jaguar claims the XE can return on the combined cycle, but we suspect ours is a figure that will only improve with time. **darren.moss@haymarket.com**

Jaguar XE R-Sport 2.0 i4 180PS**Price** £34,775 **Price as tested** £38,210**Economy** 47.8mpg **Faults** None**Expenses** None **Last seen** 14.10.15

Boot swallowed a couple of holiday suitcases with ease

DEALS

Bargain new
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Please Elise me, let me go

The Lotus Elise left a lasting impression on **James Ruppert**. It will do the same to you, he says

The other day it was brought to my attention that it's the Lotus Elise's birthday. It's no longer a teenager, apparently – and neither am I. Twenty years ago, before they went on sale, I drove one back to Lotus headquarters – one of the occasional perks of the job. It left something of an impression, because not only was there no radio, but the driver's window was also stuck in the down position. In winter.

The Elise was pretty much a rebooted Seven and an example of Lotus getting back to its basic driver's car roots. In used car terms, it has been something of an object lesson in the trajectory of the appreciating modern classic. It bumped around the £6000 mark for a while,

and that included some pretty ropey examples. From there, though, the only way was up. So should we be looking more closely at the Elise Series 2?

Launched in 2001, the Elise S2, with its distinctive lizard-eye headlights, was a leap forward for Lotus. It still had MG's 1.8 K-series engine, which many forget was re-engineered by Lotus to make it better (although it's still worth checking for head gasket issues), and there was also the more potent 111S version.

Early cars are referred to by the Loturati as 'long roofs' because of their pinned-back, fiddly-to-fit roof, which was replaced by the popped 'short roof' in 2002. You can pay a solid £11,000-plus if there's a wad of history, while the best cars cost from £12,000.



From 2006, all Elises had Toyota engines

The Toyota-powered 111R version arrived in 2004, but it's important to remember that the 111S K-series was still around. From 2006, the Elise switched totally to Toyota power. Indeed, 2006 is the watershed date for the Elise, with plenty of changes taking place. Check the VIN, because a '6' before the 'H' denotes the '06' model year. This is the date when ProBax seats, LED rear lights and Yokohama ADO7 tyres were fitted,

Buyers could mix and match option packs, so a standard Elise is unlikely to exist. There's no standard price, either



P74 James Rupert
Used car expert



P76 Jimi Beckwith
Deals expert



P78 Nic Cackett
Data expert

A decent Elise S2 with service history will cost from £11,000

BANGERNOMICS BEST BUYS



READER'S CAR: MERCEDES-BENZ CLC

Peter Jenks is taking the long-term approach with his 59,000-mile, 58-plate Mercedes CLC 180 SE. The logbook showed three previous owners and it has a full main dealer history. "Compared with the new A-Class, it's a 'proper' Mercedes," he says. "It cost £9750 from a main dealer and I'm funding it on a two-year PCP at £380 per month, with £2370 at the end to buy it out. There was no deposit to a £500 'dealer support' contribution. I'll keep it at the end of the PCP for at least 10 years, so depreciation will be trivial."

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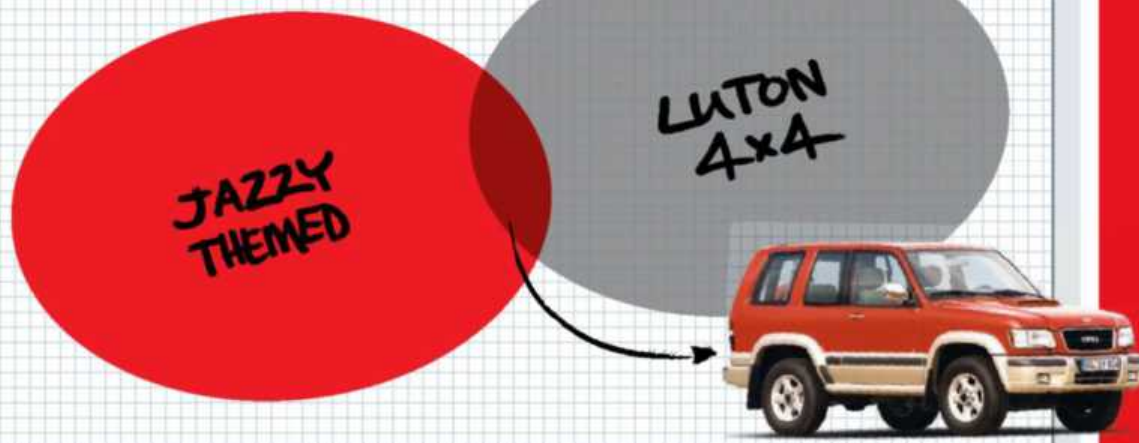


WHAT CAUGHT MY EYE THIS WEEK: BOTTOM FEEDERS

A trader buys a Ford Mondeo with one month's MOT for a tenner. Next stop the scrapyard. That's the way the bottom end of the car business operates these days.

USED CAR DILEMMA: VAUXHALL MONTEREY

For a while in the 1990s, you could bag yourself this: an Isuzu with a bit more personality – but only a bit. Still, the Monterey is a tough old thing with a sexy, jazz festival name. It was never an alternative to a Range Rover, though.



plus a load of new option packs were made available. These 111Ss are £15,000 all day long.

We could get bogged down in option pack OCD here, but suffice to say that, at the very least, buyers like to see a Touring Pack. That means front foglights, luggage nets, full carpets, sound deadening, leather seat centres, door cards and an upgraded Blaupunkt stereo. I must point out that there is also a Touring Plus, a Sport Pack and a Super Sport Pack. Buyers could mix and match between different packs, so a standard Elise is unlikely to exist. As a result, there isn't a standard price, either. So my advice is to buy the best car you can afford, since any combination of the above will leave a lasting impression.

Investment cars for less than £10k

Appreciating assets needn't be the preserve of the super-rich. **Jimi Beckwith** brings the investment car budget down a peg or two

1 Honda S2000 (1999-2009)

Cars such as the Honda S2000 are few and far between. Its formidable combination of looking, feeling and, most important, actually being fast meant the S2000 garnered its fair share of fans throughout its 10-year production run.

Honda's 'will they, won't they?' approach to replacing it means the used market for S2000s is currently

on fire. Prospective buyers will need to get in quick to grab a decent one, as prices are already on the rise.

Avoid souped-up S2000s no matter what, as unmolested examples are where the real value lies. Early models can be found for between £7000 and £9000, but aim for the higher figure and go for a car with service history.



2



Smart Roadster Coupé (2003-2007)

Unlike the Honda S2000, Smart's dinky Roadster faced a lukewarm public reception. But time has been kind to the charming Roadster Coupé, and values are starting to climb. Early water leak issues crippled the Smart, so ensure these have been resolved to avoid a £4500 replacement CPU. Taking a gamble on a Roadster Coupé without

a full history is likely to end in tears.

Models fitted with the paddle-shift transmission are naturally more sought after than the lacklustre automatic 'box, while there's around a £2000 premium on racier Brabus examples. Aim for a £4500 Coupé with the glass hatch rather than its slightly gawky (and less sought after) Roadster-only sister.

Saab 900 (1978-1993)

The car industry is a lesser place without Saab, and enthusiasts still celebrate the Swedish manufacturer while lamenting its demise. One legacy is the 900, whose shape marks it out as one of the more distinctive cars of a decidedly boxy era.

Saab's steadfast collection of fans means the few 900s left are often

well cared for, although low-mileage examples are rare and expensive.

Turbo models are hard on gearboxes (particularly autos) but are more sought after than their non-turbo stablemates. Convertibles carry a premium, as do turbocharged 900s, but these are the ones to go for if you can, at £3k-£5k.

3





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4



Jaguar XK (1996-2006)

Ever since the demise of the E-Type, Jaguar has been desperate to recapture the magic of its iconic hero car, with varying results. The XK was one such example of this, but it wasn't deemed to have succeeded in rekindling the E-Type's spark. Nevertheless, the XK is another car to which the passage of time has been surprisingly kind, and it stands

only to appreciate as time goes on.

The XK's daily drive appeal means low-priced, high-mileage examples are numerous and tempting, but don't be fooled. Reliability issues and the likelihood of it gaining value mean that investing in a cared-for, low-mileage example for £8k-£9k is advisable and meticulous research is essential.

Toyota MR2 (1984-1989)

The 1980s are back, which means it's once again hip to be square. The Mk1 Toyota MR2 is a near-forgotten 31-year-old hero that's bound to appreciate as demand grows and the dwindling supply shrinks. As a Toyota, reliability comes as standard, even on a car of this age, although owners report warped brake

discs on older models. Rust is also an increasingly common issue.

A keen eye is essential when shopping for a Mk1 MR2. There are currently only around 4000 remaining in the UK, so the few unmolested examples that arrive on the used market seldom stay there for long. Aim to spend between £3k and £4k.

5



NEW CARS A-Z

For full reviews of every car listed here, visit our website, autocar.co.uk

Autocar's star ratings explained

- ☆☆☆☆☆ Inherently dangerous/unsafe. Tragically, irredeemably flawed.
- ☆☆☆☆☆ Appalling. Massively significant failings.
- ☆☆☆☆☆ Very poor. Fails to meet any accepted class boundaries.
- ☆☆☆☆☆ Poor. Within acceptable class boundaries in a few areas. Still not recommendable.
- ☆☆☆☆☆ Off the pace. Below average in nearly all areas.
- ☆☆☆☆☆ Acceptable. About average in key areas, but disappoints.
- ☆☆☆☆☆ Competent. Above average in some areas, average in others. Outstanding in none.
- ☆☆☆☆☆ Good. Competitive in key areas.
- ☆☆☆☆☆ Very good. Very competitive in key areas, competitive in secondary respects.
- ☆☆☆☆☆ Excellent. Near class leading in key areas, and in some ways outstanding.
- ☆☆☆☆☆ Brilliant, unsurpassed. All but flawless.

Full road test on autocar.co.uk

Any car that has had a full Autocar road test is highlighted in yellow.

FOR FULL RESULTS see page 91

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
ABARTH				
500 3dr hatch Good value hot hatch. In essence fun it's great fun to drive				
1.4 T-Jet	£14,295	133	155/26	★★★★☆
500 CONVERTIBLE 2dr open Open top hot hatch, has a softer ride than the top car				
1.4 16v Turbo T-Jet	£16,995	133	155/27	★★★★☆
ALFA ROMEO				
MITO 3dr hatch Classy, well equipped and cheap. No dynamic benchmark				
0.9 TB Twinkl 105 Distinctive	£16,160	101	98/13	★★★★☆
0.9 TB Twinkl 105 0V Line	£16,910	101	98/13	★★★★☆
1.4 140 M Air TCT Distinctive	£17,710	138	124/19	★★★★☆
1.4 140 M Air TCT 0V Line	£18,460	138	124/20	★★★★☆
1.70 M Air 0V Verde	£20,060	168	139/26	★★★★☆
1.3 JTDm-2 85 Distinctive	£16,345	94	90/11	★★★★☆
1.6 JTDm-2 120 0V Line	£17,910	118	114/19	★★★★☆
1.6 JTDm-2 120 0V Line	£18,660	118	114/20	★★★★☆
GIULIETTA 3dr hatch Stylish, rewarding family hatch. A new era for Alfa				
2.0 JTDm 175 Excl. TCT	£25,840	148	110/20	★★★★☆
2.0 JTDm 175 0V Line TCT	£27,590	148	110/20	★★★★☆
1.4 TB 120 Progression	£18,450	118	149/16	★★★★☆
1.4 TB 120 Distinctive	£19,700	118	149/16	★★★★☆
1.4 TB Multit 170 Distinctive	£21,200	168	134/23	★★★★☆
1.4 TB Multit 170 Excl.	£22,950	168	134/23	★★★★☆
1.4 TB Multit 170 Excl. TCT	£24,245	168	134/23	★★★★☆
1.4 TB Multit 170 0V Line	£24,700	168	134/23	★★★★☆
1.4 TB Multit 170 0V Line TCT	£25,995	168	134/23	★★★★☆
1.6 JTDm 105 Progression	£19,500	103	114/16	★★★★☆
1.6 JTDm 105 Distinctive	£20,750	103	114/16	★★★★☆
1.6 JTDm 105 Excl.	£22,500	103	114/16	★★★★☆
2.0 JTDm 150 Distinctive	£21,930	148	110/20	★★★★☆
2.0 JTDm 150 Excl.	£23,680	148	110/20	★★★★☆
2.0 JTDm 150 0V Line	£25,430	148	110/20	★★★★☆
4C 2dr coupé A singular statement. Flawed, perhaps, but the best current Alfa by miles				
1.75T	£51,500	237	159/30	★★★★☆
ALPINA				
B3 2dr coupé Rapid, usable and cheaper alternative to an M3				
3.0 S Biturbo	£51,350	294	224	★★★★☆
B4 4dr saloon Rapid, usable and cheaper alternative to an M3				
3.0 S Biturbo	£50,750	294	224	★★★★☆
B5 CONVERTIBLE 2dr open Rapid, usable, cheaper alternative to an M3				
3.0 S Biturbo	£54,450	294	225	★★★★☆
B5 TOURING 5dr estate Rapid, usable and cheaper alternative to an M3				
3.0 S Biturbo	£51,350	294	225	★★★★☆
B5 4dr saloon Huge pace, but let down by unimpressive dynamics				
85 Biturbo	£71,950	507	252	★★★★☆
B5 TOURING 5dr estate Huge pace, but let down by unimpressive dynamics				
85 Biturbo	£71,950	507	255	★★★★☆
B7 4dr saloon Makes sense on an autobahn but not for the UK				
4.4 V8 Switch-tronic	£99,850	500	282	★★★★☆
4.4 V8 Switch-tronic LWB	£99,850	500	282	★★★★☆
D3 4dr saloon Precise dynamics with added Alpina lures, and a great engine				
3.0 D Biturbo	£46,950	345	139/30	★★★★☆
D5 4dr saloon Rapid, usable and cheaper alternative to an M5				
3.0 Bi-Turbo	£59,950	340	155	★★★★☆
XD3 5dr 4x4 Alpina's first SUV is a triumph. Hugely fast, capable and desirable				
3.0 XD3	£54,950	345	49	★★★★☆
ARIEL				
ATON 0dr open Superbly fast track machine. As exhilarating as cars get				
245	£29,212	245	-	★★★★☆
300	£34,319	300	-	★★★★☆
ASTON MARTIN				
RAPIDE 4dr saloon Four door Aston is more practical, but just as charming				
5.9 V12 S	£149,995	550	355	★★★★☆
VANTAGE 2dr coupé Stunning Brit sports car. V12 is a new benchmark for Aston				
4.7 V8	£84,995	420	299	★★★★☆
4.7 V8 S	£99,995	420	299	★★★★☆
5.9 V12 S	£138,000	565	388/50	★★★★☆
VANTAGE ROADSTER 2dr open Drop-top sports line. Vantage's related nature				
4.7 V8	£98,995	420	299	★★★★☆
BMW				
1 Series				
1.6 116i	£14,330	114	92/19	★★★★☆
1.6 116i Sport	£14,705	114	92/19	★★★★☆
1.6 116i S line	£19,400	114	93/19	★★★★☆
3 Series				
1.6 116i	£14,330	114	92/19	★★★★☆
1.6 116i Sport	£14,705	114	92/19	★★★★☆
1.6 116i S line	£19,400	114	93/19	★★★★☆
5 Series				
2.0 116i	£20,015	108	117/17	★★★★☆
2.0 116i S line	£22,125	108	114/18	★★★★☆
2.0 116i Sport	£24,085	148	112/27	★★★★☆
2.0 116i S line Sport	£26,155	148	112/26	★★★★☆
2.0 116i S line Sport	£27,035	148	114/28	★★★★☆
2.0 116i S line Sport	£27,795	148	114/28	★★★★☆
2.0 116i S line Sport	£28,000	178	149/25	★★★★☆
2.0 116i S line Sport	£28,205	101	114/28	★★★★☆
2.0 116i S line Sport	£28,965	101	127/26	★★★★☆
2.0 116i S line Sport	£31,115	101	129/26	★★★★☆
7 Series				
5.0 740i	£51,350	294	224	★★★★☆
5.0 740i	£50,750	294	224	★★★★☆
5.0 740i	£54,450	294	225	★★★★☆
5.0 740i	£51,350	294	225	★★★★☆
Mercedes-Benz				
A-Class				
1.6 116i	£14,330	114	92/19	★★★★☆
1.6 116i Sport	£14,705	114	92/19	★★★★☆
1.6 116i S line	£19,400	114	93/19	★★★★☆
B-Class				
1.6 116i	£14,330	114	92/19	★★★★☆
1.6 116i Sport	£14,705	114	92/19	★★★★☆
1.6 116i S line	£19,400	114	93/19	★★★★☆
C-Class				
1.6 116i	£14,330	114	92/19	★★★★☆
1.6 116i Sport	£14,705	114	92/19	★★★★☆
1.6 116i S line	£19,400	114	93/19	★★★★☆
E-Class				
2.0 116i	£20,015	108	117/17	★★★★☆
2.0 116i S line	£22,125	108	114/18	★★★★☆
2.0 116i Sport	£24,085	148	112/27	★★★★☆
2.0 116i S line Sport	£26,155	148	112/26	★★★★☆
2.0 116i S line Sport	£27,035	148	114/28	★★★★☆
2.0 116i S line Sport	£27,795	148	114/28	★★★★☆
2.0 116i S line Sport	£28,000	178	149/25	★★★★☆
2.0 116i S line Sport	£28,205	101	114/28	★★★★☆
2.0 116i S line Sport	£28,965	101	127/26	★★★★☆
2.0 116i S line Sport	£31,115	101	129/26	★★★★☆
F-Class				
5.0 740i	£51,350	294	224	★★★★☆
5.0 740i	£50,750	294	224	★★★★☆
5.0 740i	£54,450	294	225	★★★★☆
5.0 740i	£51,350	294	225	★★★★☆
G-Class				
5.0 740i	£51,350	294	224	★★★★☆
5.0 740i	£50,750	294	224	★★★★☆
5.0 740i	£54,450	294	225	★★★★☆
5.0 740i	£51,350	294	225	★★★★☆
H-Class				
5.0 740i	£51,350	294	224	★★★★☆
5.0 740i	£50,750	294	224	★★★★☆
5.0 740i	£54,450	294	225	★★★★☆
5.0 740i	£51,350	294	225	★★★★☆
I-Class				
5.0 740i	£51,350	294	224	★★★★☆
5.0 740i	£50,750	294	224	★★★★☆
5.0 740i	£54,450	294	225	★★★★☆
5.0 740i	£51,350	294	225	★★★★☆
J-Class				
5.0 740i	£51,350	294	224	★★★★☆
5.0 740i	£50,750	294	224	★★★★☆
5.0 740i	£54,450	294	225	★★★★☆
5.0 740i	£51,350	294	225	★★★★☆
K-Class				
5.0 740i	£51,350	294	224	★★★★☆
5.0 740i	£50,750	294	224	★★★★☆
5.0 740i	£54,450	294	225	★★★★☆
5.0 740i	£51,350	294	225	★★★★☆
L-Class				
5.0 740i	£51,350	294	224	★★★★☆
5.0 740i	£50,750	294	224	★★★★☆
5.0 740i	£54,450	294	225	★★★★☆
5.0 740i	£51,350	294	225	★★★★☆
M-Class				
5.0 740i	£51,350	294	224	★★★★☆
5.0 740i	£50,750	294	224	★★★★☆
5.0 740i	£54,450	294	225	★★★★☆
5.0 740i	£51,350	294	225	★★★★☆
N-Class				
5.0 740i	£51,350	294	224	★★★★☆
5.0 740i	£50,750	294	224	★★★★☆
5.0 740i	£54,450	294	225	★★★★☆
5.0 740i	£51,350	294	225	★★★★☆
O-Class				
5.0 740i	£51,350	294	224	★★★★☆
5.0 740i	£50,750	294	224	★★★★☆
5.0 740i	£54,450	294	225	★★★★☆
5.0 740i	£51,350	294	225	★★★★☆
P-Class				
5.0 740i	£51,350	294	224	★★★★☆
5.0 740i	£50,750	294	224	★★★★☆
5.0 740i	£54,450	294	225	★★★★☆
5.0 740i	£51,350	294	225	★★★★☆
Q-Class				
5.0 740i	£51,350	294	224	★★★★☆
5.0 740i	£50,750	294	224	★★★★☆
5.0 740i	£54,450	294	225	★★★★☆
5.0 740i	£51,350	294	225	★★★★☆
R-Class				
5.0 740i	£51,350	294	224	★★★★☆
5.0 740i	£50,750	294	224	★★★★☆
5.0 740i	£54,450	294	225	★★★★☆
5.0 740i	£51,350	294	225	★★★★☆
S-Class				
5.0 740i	£51,350	294	224	★★★★☆
5.0 740i	£50,750	294	224	★★★★☆
5.0 740i	£54,450	294	225	★★★★☆
5.0 740i	£51,350	294	225	★★★★☆
T-Class				
5.0 740i	£51,350	294	224	★★★★☆
5.0 740i	£50,750	294	224	★★★★☆
5.0 740i	£54,450	294	225	★★★★☆
5.0 740i	£51,350	294	225	★★★★☆
U-Class				
5.0 740i	£51,350	294	224	★★★★☆
5.0 740i	£50,750	294	224	★★★★☆
5.0 740i	£54,450	294	225	★★★★☆
5.0 740i	£51,350	294	225	★★★★☆
V-Class				
5.0 740i	£51,350	294	224	★★★★☆
5.0 740i	£50,750	294	224	★★★★☆
5.0 740i	£54,450	294	225	★★★★☆
5.0 740i	£51,350	294	225	★★★★☆
W-Class				
5.0 740i	£51,350	294	224	★★★★☆
5.0 740i	£50,750	294	224	★★★★☆
5.0 740i	£54,450	294	225	★★★★☆
5.0 740i	£51,350	294	225	★★★★☆
X-Class				
5.0 740i	£51,350	294	224	★★★★☆
5.0 740i	£50,750	294	224	★★★★☆
5.0 740i	£54,450	294	225	★★★★☆
5.0 740i	£51,350	294	225	★★★★☆
Y-Class				
5.0 740i	£51,350	294	224	★★★★☆
5.0 740i	£50,750	294	224	★★★★☆
5.0 740i	£54,450	294	225	★★★★☆
5.0 740i	£51,350	294	225	★★★★☆

AUTOCAR TOP FIVES

Mega-hatches



1 Volkswagen Golf R From £30,000
Blends the formerly unblendable: VW sophistication with frenzied driver appeal. Fantastic value for money. ★★★★★



2 Audi RS3 From £40,000
Too closely related to the VW to justify its price, but the five-pot makes it mind-meltingly fast. Comfy now, too. ★★★★★



3 Mercedes-Benz A45 AMG From £38,000
The new RS3 may make it sound a little tame, but that doesn't mean its appeal is lost on us. Far from it. ★★★★★



4 BMW M135i From £31,000
Puts the old-school heft of a six-cylinder engine front and centre. Doesn't quite have the handling to match. ★★★★★



5 Subaru WRX STI From £29,000
Not a hatch and not brilliant, but the WRX is the last outpost of the once mighty Japanese presence in this class. ★★★★★

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
4.2 V8 RS5	£69,555	444	249	47
2.0 TDI 177 SE	£34,575	175	127	29
2.0 TDI 177 S line	£37,825	175	127	30
2.0 TDI 204 S line	£41,555	201	138	31
3.0 TDI 245 quattro S line	£45,220	242	167	39
A6 Mirasol The best sprung Audi saloon, and one of the most appealing full stop. ★★★★★				
3.0 TDI 245 quattro Black Edn	£51,165	216	164	44
3.0 TDI 218 Black Edition	£48,990	216	159	43
3.0 TDI 218 Black Edition	£41,315	215	127	35
3.0 TDI 218 quattro S line	£44,895	215	130	40
3.0 TDI 218 quattro SE	£42,720	215	133	39
3.0 TDI 218 quattro S line	£46,195	215	133	39
3.0 TDI 272 quattro Black Edn	£46,455	268	138	42
4.0 TFSI 450 SE	£65,455	429	214	47
2.0 TDI 190 Ultra SE	£32,295	187	112	32
2.0 TDI 190 Ultra S line	£34,820	187	114	33
2.0 TDI 190 Ultra Black Edn	£36,995	187	119	33
3.0 TDI 218 SE	£38,435	215	122	34
3.0 TDI 218 S line	£40,660	215	122	34
3.0 TDI 272 quattro SE	£41,755	268	133	41
3.0 TDI 272 quattro S line	£44,280	268	133	41
3.0 TDI 272 quattro SE	£46,465	268	133	41
A6 Avant Sdr estate A capable stress buster, with a quiet killer. ★★★★★				
3.0 TDI 272 quattro SE	£53,330	216	169	44
3.0 TDI 272 quattro S line	£51,040	216	164	43
3.0 TDI 218 Black Edition	£45,185	215	130	35
3.0 TDI 218 quattro Black Edn	£46,960	215	144	40
3.0 TDI 218 quattro S line	£44,770	215	138	39
3.0 TDI 218 quattro SE	£42,245	215	138	39
3.0 TDI 218 quattro Black Edn	£48,820	268	144	42
4.0 TFSI 560 RS6	£87,790	552	223	50
4.0 TFSI 450 SE	£58,455	429	219	47
2.0 TDI 190 Ultra SE	£34,345	187	112	32
2.0 TDI 190 Ultra S line	£36,870	187	119	33
2.0 TDI 190 Ultra Black Edn	£39,045	187	124	33
3.0 TDI 218 SE	£40,085	215	125	34
3.0 TDI 218 S line	£40,310	215	125	35
3.0 TDI 272 quattro SE	£41,805	268	138	41
3.0 TDI 272 quattro S line	£44,330	268	138	41
3.0 TDI 272 quattro SE	£46,515	268	138	41
A6 ALLROAD Sdr estate Knap! 4x4x4. Even more pricey. ★★★★★				
3.0 TDI 218 quattro	£45,755	215	149	39
3.0 TDI 218 quattro Sport	£49,455	215	149	39
3.0 TDI 272 quattro	£47,315	268	149	42
3.0 TDI 272 quattro Sport	£51,015	268	149	42
3.0 TDI 272 quattro	£52,125	268	172	44
3.0 TDI 272 quattro Sport	£55,825	268	172	44
A7 SPORTBACK Sdr hatch A good mix of luxury, practicality and driver reward. ★★★★★				
3.0 TFSI 333 quattro S line	£50,465	328	182	44
3.0 TFSI 333 quattro Black Edn	£53,995	328	182	44
3.0 TDI 218 Ultra SE Exec	£46,915	215	124	31
3.0 TDI 218 Ultra S line	£48,795	215	128	38
3.0 TDI 218 quattro SE Exec	£46,760	215	138	41
3.0 TDI 218 quattro S line	£49,480	215	142	41
3.0 TDI 218 quattro Black Edn	£52,830	215	142	41
3.0 TDI 272 quattro SE Exec	£49,255	268	138	41
3.0 TDI 272 quattro S line	£51,060	268	142	41
3.0 TDI 272 quattro Black Edn	£54,410	268	142	41
3.0 TDI 320 quattro S line	£56,730	316	167	45
3.0 TDI 320 quattro Black Edn	£59,080	316	167	45
A8 Mirasol Stylish, comfortable and solid. A convincing exec saloon. ★★★★★				
3.0 TDI 258 quattro SE Exec	£62,185	247	155	46
2.0 TFSI 245 Hybrid	£64,280	200	144	42
2.0 TFSI 245 Hybrid L	£68,285	200	148	43
2.0 TFSI 310 quattro SE Exec	£64,290	309	183	46
2.0 TFSI 310 quattro Sport Exec	£67,890	309	183	46
4.0 TFSI 435 quattro SE Exec L	£161,660	429	216	49
4.0 TFSI 435 quattro Sport Exec	£179,660	429	216	49
4.0 TFSI 520 SE	£80,735	513	216	49
6.3 W12 500 quattro L	£97,920	493	254	50
6.0 W12 GT Speed	£95,880	504	254	50
3.0 TDI 258 quattro SE L	£63,545	254	158	46
3.0 TDI 258 quattro SE Exec L	£66,160	254	158	46
3.0 TDI 258 quattro Sport Exec	£69,785	254	158	46
3.0 TDI 258 quattro Sport Ex L	£69,750	254	158	46
4.2 TDI 385 quattro SE Exec	£128,35	380	189	50
4.2 TDI 385 quattro SE Ex L	£160,800	346	190	50
4.2 TDI 385 quattro Sport Exec	£163,900	380	194	50
4.2 TDI 385 quattro Sport Ex L	£180,355	380	197	50
Q3 Sdr 4x4 Typically refined and competent, but feels more A3 than SUV. ★★★★★				
1.4 TFSI 150 SE	£25,380	138	128	19
1.4 TFSI 150 S line	£28,060	138	131	20
2.0 TFSI 180 quattro SE	£29,640	176	152	27
2.0 TFSI 180 quattro S line	£32,190	176	155	27
2.0 TFSI 180 quattro S line Plus	£34,540	176	161	28
2.5 TFSI 340 quattro RS	£45,540	335	203	37
2.0 TDI 150 SE	£26,620	148	119	20
2.0 TDI 150 quattro SE	£28,480	148	131	20
2.0 TDI 150 S line	£29,470	148	122	21
2.0 TDI 150 quattro S line	£31,930	148	134	21
2.0 TDI 150 quattro S line Plus	£33,380	148	140	21
2.0 TDI 184 quattro SE	£29,280	181	139	24
2.0 TDI 184 quattro S line	£31,845	181	143	24
2.0 TDI 184 quattro S line Plus	£34,195	181	148	25
Q5 Sdr 4x4 Exceptionally good handling for an SUV, but very compromised ride. ★★★★★				
2.0 TFSI 180 quattro S line PI	£36,270	178	174	29
2.0 TFSI 180 quattro SE	£37,130	178	174	28
2.0 TFSI 180 quattro S line	£37,170	178	174	29
2.0 TFSI 225 quattro SE	£32,045	222	173	29
2.0 TFSI 225 quattro S line	£35,300	222	179	29
2.0 TFSI 225 quattro S line Plus	£37,800	222	181	30
2.0 TDI 150 quattro SE	£31,720	148	147	21
2.0 TDI 150 quattro S line	£34,120	148	150	21
2.0 TDI 150 quattro S line Plus	£36,655	148	152	22
2.0 TDI 177 quattro S line	£32,610	175	154	24
2.0 TDI 177 quattro S line Plus	£35,010	175	154	25
2.0 TDI 177 quattro S line	£37,510	175	154	25
2.0 TDI 245 quattro SE	£38,870	241	169	33
2.0 TDI 245 quattro S line	£40,770	241	169	34
2.0 TDI 245 quattro S line Plus	£43,270	241	169	34
3.0 TDI 313 S line	£44,785	309	174	41
Q7 Sdr 4x4 Seven-seat SUV feels like a BMW X5 at the wheel. ★★★★★				
3.0 TDI 204 S line Plus	£51,155	201	189	37
3.0 TDI 245 S line Plus	£52,585	237	195	41
3.0 TDI 245 S line Style Edit	£55,585	237	195	41
3.0 TDI 245 S line Style Edit	£55,405	237	195	41
4.2 TDI 340 S line Plus	£62,220	335	242	46
4.2 TDI 340 S line Sport Edit	£65,220	335	242	47
4.2 TDI 340 S line Style Edit	£67,720	335	242	47
4.2 TDI 340 S line Style Edit	£67,895	335	242	47
4.2 TDI 340 S line	£64,655	337	189	36
3.0 TDI 245 S line	£48,005	237	195	40
3.0 TDI 340 S line	£57,720	335	242	45
TT 2dr coupé TT finds its wings at last. Drive experience now as equal to the obvious prestige. ★★★★★				
2.0 TFSI Sport	£29,915	228	141	35
2.0 TFSI Sport quattro	£29,860	228	153	37
2.0 TFSI S line	£32,465	228	141	35
2.0 TFSI S line quattro	£35,410	228	153	38
2.0 TFSI 210 quattro TTS	£38,945	206	168	45
2.0 TDI Ultra Sport	£29,810	181	116	34
2.0 TDI Ultra S line	£32,360	181	116	35
TT ROADSTER 2dr open Takes the edge off the TTS line looks - but still hugely complete. ★★★★★				
2.0 TDI ultra 184 S line	£34,545	181	114	36
2.0 TDI ultra 184 Sport	£37,195	181	114	36
2.0 TFSI 230 quattro S line	£37,595	228	158	38
2.0 TFSI 230 quattro Sport	£39,045	228	158	38
2.0 TFSI 230 S line	£34,650	228	144	38
2.0 TFSI 230 Sport	£37,100	228	144	37
2.0 TFSI 230 TTS	£41,130	206	173	43
RB 2dr coupé Usable, but no less involving and dramatic. A V10 is brutal. ★★★★★				
4.2 FSI 430 V10	£97,305	424	332	50
5.2 FSI 525 V10	£114,085	510	346	50
5.2 FSI 550 V10 Plus	£126,885	543	346	50
RB SPYDER 2dr open Great noise, and loses little of the coupe's poise. ★★★★★				
4.2 FSI 430 V8	£102,435	424	337	50
5.2 FSI 525 V10	£123,535	510	349	50
BAC				
MONO 2dr open An F-22 RapTOR for the road. Truly better built. ★★★★★				
MONO 2.3	£111,140	280	-	-
BENTLEY				
CONTINENTAL GT 2dr coupé A brilliant Audi V8 inspired reborn. ★★★★★				
6.0 W12 GT Speed	£151,100	616	338	50
4.0 V8	£127,380	500	246	50
4.0 V8 S	£139,000	521	246	50
6.0 W12	£136,710	567	385	50
CONTINENTAL GT CONVERTIBLE 2dr open A brilliant Audi V8 inspired reborn. ★★★★★				
4.0 V8	£136,250	500	254	50
4.0 V8 S	£152,900	521	254	50
6.0 W12 Speed	£167,900	616	347	50
MULSANTIE Mirasol Effortless and graceful. Great driving position. ★★★★★				
6.75 V10	£224,710	506	392	-
FLYING SPUR 4dr saloon A genuine luxury saloon. Superb noise. As it should be. ★★★★★				
4.0 V8	£136,000	500	254	50
6.0 W12	£140,900	616	343	50
6.0 W12 Mulliner	£150,220	616	343	50

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
218i M Sport	£27,175	134	127	-
220i Sport	£22,490	187	145	-
220i Luxury	£28,240	187	145	-
218i M Sport	£29,240	187	148	-
216d SE	£25,110	114	108	-
216d Sport	£26,360	114	108	-
216d Luxury	£27,710	114	108	-
218i M Sport	£28,110	114	111	-
218d SE	£26,250	148	115	-
218d Sport	£27,705	148	115	-
218d Luxury	£28,255	148	115	-
218d M Sport	£29,255	148	115	-
220d M Sport	£32,905	187	129	-
220d SE	£32,155	187	129	-
220d M Sport	£33,885	187	134	-
3 SERIES 4dr saloon A new arrival. Almost flawless in every regard. ★★★★★				
320d EfficientDynamics Business	£30,175	161	109	31
320d M Sport	£39,875	181	128	30
325d Luxury	£39,905	218	132	36
325d Sport	£43,385	218	132	36
325d SE	£41,720	218	145	43
325d M Sport	£41,520	218	145	43
ActiveHybrid 3 Luxury	£49,390	361	149	39
ActiveHybrid 3 M Sport	£41,385	361	139	38
316d SE	£24,235	134	128	23
316d Sport	£25,105	134	128	23
316d M Sport	£25,405	134	128	23
316d SE	£27,720	181	148	30
316d M Sport	£27,570	181	148	30
320d M Sport	£29,805	181	151	31
320d M Sport	£29,805	181	159	30
320d M Sport	£29,805	181	159	30
320d M Sport	£31,105	181	162	31
320d M Sport	£31,105	181	162	31
320d M Sport	£31,105	181	162	31
320d M Sport	£31,105	181	162	31
320d M Sport	£31,105	181	162	31
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320d M Sport	£31,105	181	162	31
320d M Sport	£31,105	181	162	31
320d M Sport	£31,105	181	162	31
320d M Sport	£31,105	181	162	31
320d M Sport	£31,105	181	162	31
320d M Sport	£31,105	181	162	31
320d M Sport	£31,105	181	162	31
320d M Sport	£31,105	181	162	31
320d M Sport	£31,105			

NEW CARS A-Z

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
320i M Sport	£30905	181	153	31
328i Luxury	£34305	242	162	36
328i M Sport	£34105	242	162	36
316d ES	£27575	114	116	20
316d SE	£28425	114	116	20
316d Sport	£28725	114	116	20
318d SE	£29675	141	124	24
318d Sport	£29975	141	124	24
318d Luxury	£32175	141	127	25
318i M Sport	£31975	141	127	25
320d SE	£30775	181	125	31
320d Luxury	£33275	181	128	32
320d M Sport	£33075	181	128	32
320d xDrive Sport	£32705	181	133	33
320d xDrive Luxury	£34905	181	133	33
320d xDrive M Sport	£34705	181	133	33
330d SE	£36105	255	135	38
330d Luxury	£38605	255	138	38
330d M Sport	£38405	255	138	38
330d xDrive Luxury	£40120	255	145	41
330d xDrive M Sport	£39920	255	145	41
3 SERIES GT 5dr hatch Hatchback practicality meets 3-Series talent. Duller but decent ★★★★★				
318d M Sport	£33525	141	122	25
318d SE	£31275	141	122	24
320i M Sport	£32155	181	155	31
320i SE	£29905	181	155	31
320i xDrive Luxury	£33405	181	165	31
320i xDrive M Sport	£33655	181	165	31
320i xDrive SE	£31405	181	165	31
320i xDrive Sport	£32405	181	165	31
328i SE	£33105	242	157	35
320d xDrive M Sport	£41470	258	144	40
320i Sport	£30905	181	155	31
320i Luxury	£31905	181	155	31
328i M Sport	£34105	242	157	36
328i Luxury	£35105	242	157	36
328i M Sport	£35355	242	157	36
335i M Sport	£40565	302	189	38
335i Luxury	£40815	302	189	38
318d Sport	£32275	141	122	24
318d Luxury	£33275	141	122	24
320d SE	£32375	181	130	30
320d Sport	£33375	181	130	30
320d Luxury	£34375	181	130	30
320d M Sport	£34625	181	130	30
325d SE	£34305	215	136	34
325d Luxury	£36305	215	136	34
325d M Sport	£36555	215	136	34
330d SE	£37705	258	137	40
330d Luxury	£39705	258	137	40
330d M Sport	£39955	258	137	40
330d xDrive SE	£39220	258	144	40
330d xDrive Luxury	£41220	258	144	40
335d xDrive M Sport	£44120	313	149	42
335d xDrive M Sport	£44370	313	149	42
13 5dr hatch Superb really, but price and not free from the usual electric car practicality issues ★★★★★				
13 EV	£30980	168	0	21
13 EV Range Extender	£34130	168	13	21
4 SERIES 2dr coupé More talented GT than brilliant B-road steer. Very comely though ★★★★★				
430d M Sport	£40945	255	134	40
420i SE	£30125	181	144	30
420i Sport	£31625	181	146	30
420i Luxury	£32625	181	146	30
420i M Sport	£33125	181	146	30
420i xDrive SE	£31660	181	159	30
420i xDrive Sport	£33160	181	163	30
420i xDrive Luxury	£34160	181	163	31
420i xDrive M Sport	£34660	181	163	31
428i SE	£33520	242	154	33
428i Sport	£35020	242	156	33
428i M Sport	£36020	242	156	34
435i M Sport	£41870	302	188	36
420d SE	£24370	302	188	36
420d Sport	£33995	181	119	29
420d Luxury	£34995	181	119	29
420d M Sport	£35495	181	119	29
420d xDrive SE	£33995	181	117	29
420d xDrive Sport	£35495	181	125	29
420d xDrive M Sport	£36495	181	125	29
425d SE	£35430	215	131	33
425d Sport	£36930	215	136	34
425d Luxury	£37930	215	136	34
425d M Sport	£38430	215	136	34
430d Luxury	£40445	255	134	40
430d xDrive Luxury	£41960	255	142	40
430d xDrive M Sport	£42460	255	145	40
430d xDrive M Sport	£45745	308	150	41
5 SERIES 4dr saloon No longer a handling benchmark. Superb interior ★★★★★				
530d M Sport	£44255	241	139	43
530d SE	£44745	242	139	43
530d M Sport	£33130	181	149	36
520i SE	£35965	181	154	37
520i M Sport	£35965	181	159	37
520i xDrive SE	£36695	242	142	40
520i xDrive Sport	£39495	242	147	41
520i xDrive M Sport	£39530	242	152	41
520i xDrive SE	£44690	302	174	42
520i xDrive Sport	£57615	402	199	46
520i xDrive M Sport	£57915	402	206	46
520i xDrive SE	£47790	335	149	44
520i xDrive Sport	£48825	335	159	44
520i xDrive M Sport	£50625	335	163	44
520i xDrive SE	£73970	552	232	48
520i xDrive Sport	£30865	141	114	30
520i xDrive M Sport	£33665	141	119	31
520i xDrive SE	£32365	181	114	33
520i xDrive Sport	£35165	181	119	34
520i xDrive M Sport	£35165	181	124	34
520i xDrive SE	£36980	215	129	39
520i xDrive Sport	£39910	215	134	40
520i xDrive M Sport	£39910	215	134	40
520i xDrive SE	£41455	241	134	43
520i xDrive Sport	£44270	241	144	43
520i xDrive M Sport	£48920	308	143	45
520i xDrive SE	£48920	308	148	45
5 SERIES TOURING 5dr estate Great overall package. 520d the best ★★★★★				
518d M Sport	£35865	141	127	31
530d M Sport	£46470	241	144	43
535d M Sport	£51120	308	149	45
535d Luxury	£46945	302	179	42
535i M Sport	£46945	302	179	42
520i M Sport	£38165	181	162	37
520i M Sport	£38165	181	162	37
520i M Sport	£38895	242	149	40
520i M Sport	£41730	242	154	41
520i M Sport	£41730	242	154	41
520i M Sport	£33065	141	122	30
520i M Sport	£35865	141	127	31
520i M Sport	£34565	181	122	33
520i M Sport	£37365	181	127	34
520i M Sport	£37365	181	127	34
520i M Sport	£39310	215	136	39
520i M Sport	£42125	215	141	40
520i M Sport	£42125	215	141	40
520i M Sport	£43655	215	143	41
520i M Sport	£46470	241	144	43
520i M Sport	£51120	308	149	45
5 SERIES GT 5dr hatch Fine cabin, but only seats four. Poor ride and steering ★★★★★				
530d SE	£46965	241	157	43
530i M Sport	£49465	302	192	44
530i M Sport	£50265	302	192	44
530i M Sport	£59515	402	214	46
530i M Sport	£60465	402	214	46
530i M Sport	£38045	181	143	33
530i M Sport	£40845	181	144	34
530i M Sport	£40845	181	144	34
530d M Sport	£49965	241	153	44
530d M Sport	£49765	241	153	44
530d M Sport	£51885	259	154	46
530d M Sport	£52685	259	154	46
7 SERIES 4dr saloon Refined and spacious, but bland. 760 gets sublime V12 ★★★★★				
740i M Sport	£71475	459	158	48
740i SE	£61680	316	184	46
740i SE	£64680	316	184	46
740i M Sport	£66955	316	184	47
740i M Sport	£71520	443	199	48
750i M Sport	£76795	443	199	49
760i M Sport	£102025	537	314	50
760i M Sport	£104270	537	314	50
730d SE	£58275	255	148	46
730d SE	£61375	255	148	46
730d M Sport	£63550	255	148	46
730d M Sport	£66650	255	148	46
740d SE	£66465	309	149	47
740d M Sport	£70740	309	149	47
740d M Sport	£66200	459	158	48
740d M Sport	£69300	459	158	48
740d M Sport	£74575	459	158	48
11 5dr 4x4 Odd SUV best as rear-wheel drive. Good drive, poor cabin finish ★★★★★				
xDrive 25d xLine	£32540	215	154	26
xDrive 20i SE	£27285	181	176	28
xDrive 20i Sport	£29285	181	179	28
xDrive 20i M Sport	£30285	181	179	28
xDrive 16d SE	£24230	141	128	18
xDrive 18d SE	£25330	141	128	22
xDrive 18d Sport	£26330	141	128	22
xDrive 18d M Sport	£28330	141	128	22
xDrive 18d SE	£26830	141	144	22
xDrive 18d Sport	£27830	141	144	22
xDrive 18d xLine	£28830	141	144	22
xDrive 18d M Sport	£29830	141	144	22
xDrive 20d Efficient Dynamics	£26760	161	119	24
xDrive 20d Eff. Dyn. Business	£28160	181	119	24
xDrive 20d SE	£26760	181	129	24
xDrive 20d Sport	£27760	181	129	25
xDrive 20d M Sport	£29760	181	129	25
xDrive 20d SE	£28260	181	145	24
xDrive 20d Sport	£29260	181	145	25
xDrive 20d xLine	£30260	181	145	25
xDrive 20d M Sport	£31260	181	145	25
xDrive 25d M Sport	£33540	215	154	27
X3 5dr 4x4 New X3 has an appealingly organic drive and practical body ★★★★★				
xDrive 18d SE	£31295	141	131	26
xDrive 20d SE	£33295	181	142	30
xDrive 20d M Sport	£36295	181	142	31
xDrive 20d xLine	£34795	181	142	30
xDrive 30d SE	£40095	255	156	39
xDrive 30d M Sport	£43095	255	156	40
xDrive 30d xLine	£41595	255	156	40
4x4 5dr 4x4 A downsized X6. Respectable enough, but the cheaper X3 is a better option ★★★★★				
xDrive35d M Sport	£54695	308	157	43
CHEVROLET				
CORVETTE 2dr coupé Left-hand drive heavy hitter. Serious engine for the money ★★★★★				
6.2 V8	£69810	460	279	50
6.2 V8 Convertible	£74410	460	283	50
CHRYSLER				
GRAND VOYAGER 5dr mpv Spacious and equipped. Not good to drive ★★★★★				
2.8 CRD 4x4	£30310	161	207	32
2.8 CRD Ltd	£36310	161	207	34
CITROEN				
C-ZERO 5dr hatch Well-engineered electric city car. Too expensive ★★★★★				
49kW	£26216	66	0	28
C3i hatchback The cheapest of the Aygo triplets. Cute, but noisy and basic <				

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
DACIA																			
SANDERO 5dr hatch A clever budget prospect. But its limitations are unavoidable ★★★★★																			
0.9 Tce Ambiance	£7595	89	116	6	0.9 Twinair 105 60	£18170	103	92	15	1.2 Studio	£8995	68	115	3	1.6 125 Zetec	£19845	123	146	14
0.9 Tce Laureate	£8795	89	116	7	0.9 Twinair 105 Lounge S-S	£16870	103	92	15	1.2 Edge	£9945	68	115	3	1.6 125 Titanium auto	£21345	123	146	14
1.2 Access	£5995	74	135	2	0.9 Twinair 105 S	£17020	84	92	15	1.2 Zetec	£10695	68	115	3	2.0 T EcoBoost ST	£22495	247	159	34
1.2 Ambiance	£6795	74	135	2	0.9 Twinair 85 Colour Therapy	£14970	84	92	15	1.2 Metal	£11995	68	115	3	2.0 T EcoBoost ST-2	£23995	247	159	35
1.2 Laureate	£7995	74	135	2	0.9 Twinair 85 60	£17690	84	92	15	B-MAX 5dr mpv Fiesta dynamics and sliding door access make the B-Max a cut above ★★★★★	£11445	68	115	3	2.0 T EcoBoost ST-3	£26295	247	159	36
1.5 dCi Ambiance	£8595	89	98	8	0.9 Twinair 85 S	£16540	84	92	15	1.0 EcoBoost 100 Zetec	£15495	99	119	9	1.5 TDCi 95 Style	£18295	94	98	11
1.5 dCi Laureate	£9795	89	99	10	1.2 Colour Therapy	£13770	68	113	10	1.0 EcoBoost 100 Titanium	£16695	99	119	9	1.5 TDCi 120 Zetec	£17195	118	98	11
SANDERO STEPWAY 5dr hatch More expensive - but still limited ★★★★★																			
0.9 Tce Ambiance	£8395	89	125	-	1.2 60	£16490	68	113	10	1.0 EcoBoost 125 Zetec S-S	£16095	118	99	13	1.5 TDCi 120 Titanium X	£23295	118	98	11
0.9 Tce Laureate	£9995	89	125	-	1.2 S	£15240	68	113	10	1.0 EcoBoost 125 Titanium S-S	£17295	118	99	13	1.6 TDCi 95 Style	£18195	94	109	16
1.5 dCi Ambiance	£9395	89	105	-	1.3 MultiJet 60	£18890	94	97	18	1.0 EcoBoost 125 Titanium X	£18495	118	99	13	1.6 TDCi 115 Zetec	£19695	114	109	16
1.5 dCi Laureate	£10995	89	105	-	1.3 MultiJet S	£17640	94	97	18	1.4 90 Studio	£13095	89	139	7	1.6 TDCi 115 Zetec S	£20945	114	109	16
LOGAN MCV 5dr estate Lacks its stablemates charm. Certainly retains the cheap ★★★★★																			
0.9 Ambiance	£8595	89	116	9	1.4 16v Turbo T-Jet Abarth	£16005	133	155	27	1.6 105 Zetec Powershift	£14895	103	149	8	1.6 TDCi 115 Titanium	£21195	114	109	16
0.9 Laureate	£9795	89	116	11	0.9 Twinair 85 Lounge S-S	£16390	84	92	15	1.6 105 Titanium Powershift	£17795	103	149	11	1.6 TDCi 115 Titanium	£22635	148	109	16
1.2 Access	£6995	74	135	4	0.9 Twinair 85 Cult	£17540	84	92	15	1.5 TDCi 75 Zetec	£16295	74	109	8	2.0 TDCi 150 Titanium X	£24635	148	109	16
1.2 Ambiance	£7995	74	135	4	0.9 Twinair 105 Cult	£18020	103	92	15	1.6 TDCi 95 Zetec	£16795	94	104	10	2.0 TDCi 185 ST	£27395	178	110	34
1.2 Laureate	£8995	74	135	5	1.2 Pop S-S	£13690	68	113	9	1.6 TDCi 95 Titanium	£17995	94	104	11	2.0 TDCi 185 ST-2	£29395	178	110	35
1.5 dCi Ambiance	£9595	84	99	11	1.2 Lounge S-S	£15090	68	113	9	FIESTA 3dr hatch Stylish and wonderfully engaging. The best supermini ★★★★★	£15045	103	138	12	2.0 TDCi 185 ST-3	£32695	178	110	36
1.5 dCi Laureate	£10795	84	99	12	1.2 Cult	£16240	68	113	10	1.0 80 Zetec S-S	£13695	79	99	6	FOCUS 5dr estate Well-mannered and comfortable. A Octavia carries more ★★★★★	£18695	99	109	10
DUSTER 5dr 4x4 Cheap, but cheerfully robust. Surprisingly convincing presence ★★★★★																			
1.6 16v 105 Access 2WD	£9495	103	165	6	1.4 95 Pop	£13390	94	145	10	1.0 80 Titanium S-S	£14695	79	99	7	1.0 T EcoBoost Style	£21195	99	109	10
1.6 16v 105 Access 4WD	£11495	103	185	5	0.9 TwinAir Pop Star	£16690	103	112	11	1.0 EcoBoost Zetec S-S	£14195	99	99	11	1.0 T EcoBoost Titanium X	£23195	99	109	10
1.5 dCi 110 Ambiance 2WD	£11995	106	130	10	0.9 TwinAir Lounge	£18090	103	112	11	1.0 EcoBoost Titanium S-S	£15195	99	99	11	1.0 T EcoBoost Titanium X	£19695	99	109	10
1.5 dCi 110 Ambiance 4WD	£13995	107	135	10	0.9 TwinAir Trekking	£18790	103	119	11	1.0 EcoBoost Titanium X S-S	£16445	99	99	11	1.0 T EcoBoost Titanium X	£21695	123	110	14
1.5 dCi 110 Laureate 2WD	£13495	106	130	11	1.4 95 Pop Star	£15550	94	145	10	1.0 EcoBoost Titanium X S-S	£15695	123	99	15	1.0 T EcoBoost Zetec	£23695	123	110	14
1.5 dCi 110 Laureate 4WD	£15495	107	135	10	1.4 95 Lounge	£16950	94	145	10	1.0 EcoBoost Zetec S-S	£15945	123	99	15	1.0 T EcoBoost Zetec	£21445	118	98	11
FERRARI																			
F12 2dr coupé Proper V12 Ferrari with serious exclusivity and appeal ★★★★★																			
6.3 V12	£239352	730	350	50	1.4 95 Trekking	£17650	94	149	8	1.25 60 Studio	£10145	59	120	3	1.5 TDCi 120 Titanium X	£22935	118	98	11
FF 2dr coupé Four-seat Ferrari estate has appeal but lacks classic DNA ★★★★★																			
6.3 V12	£227077	651	360	50	1.4 120 Pop Star	£17195	118	159	10	1.25 82 Style	£11895	59	120	4	1.5 TDCi 120 Titanium X	£22095	118	98	11
CALIFORNIA 2dr open Sleek, comfortable and fast. Now with turbocharger ★★★★★																			
4.3 V8	£152086	483	270	50	1.4 120 Lounge	£18595	118	159	10	1.25 82 Zetec	£12395	80	120	7	1.5 TDCi 120 Zetec	£22445	118	98	11
3.9 V8 T	£154490	552	250	50	1.4 120 Trekking	£19295	118	159	10	1.6 105 Titanium Powershift	£16045	103	138	12	1.5 TDCi 95 Style	£19395	94	111	11
458 2dr coupé The complete supercar. Calm ride, explosive performance ★★★★★																			
4.5 V8	£178461	570	307	50	1.3 MultiJet 85 Pop Star	£17040	83	110	8	1.6 105 EcoBoost ST	£17545	100	138	30	1.5 TDCi 150 EcoBoost Zetec	£22195	148	128	14
458 SPIDER 2dr open The complete supercar. Minus roof. A world-class head turner ★★★★★																			
4.5 V8	£208090	597	275	50	1.3 MultiJet 85 Lounge	£18440	83	110	9	1.6 180 EcoBoost ST	£18545	100	138	30	1.5 TDCi 150 EcoBoost Zetec	£21945	148	128	14
FIAT																			
PANDA 5dr hatch Cheap, practical and very nearly spot on ★★★★★																			
0.9 TwinAir 85 4x4 Antartica	£14995	84	105	6	1.3 MultiJet 85 Trekking	£19140	83	114	7	1.6 180 EcoBoost ST2	£19545	100	138	30	1.5 TDCi 150 EcoBoost Zetec	£22045	148	128	14
0.9 TwinAir 85 Trekking	£13075	84	105	6	1.6 MultiJet 105 Pop Star	£18040	103	117	17	1.6 180 EcoBoost ST3	£20545	100	138	30	1.6 105 Style	£18180	103	129	11
1.3 MultiJet 75 4x4 Antartica	£15995	74	125	7	1.6 MultiJet 105 Lounge	£19440	103	117	18	1.5 TDCi 75 Style	£13995	74	98	8	1.6 125 Style auto	£11995	123	146	14
0.9 TwinAir 85 Easy	£11375	84	99	7	1.6 MultiJet 105 Trekking	£20140	103	122	15	1.5 TDCi 75 Zetec	£14795	74	98	9	1.6 125 Style auto	£12245	123	146	14
0.9 TwinAir 85 Lounge	£11875	84	99	7	1.6 MultiJet 120 Pop Star	£18540	118	120	17	1.5 TDCi 75 Titanium	£15795	74	98	9	1.6 125 Zetec	£20945	123	146	14
0.9 TwinAir 85 4x4	£14575	84	114	7	1.6 MultiJet 120 Lounge	£19940	118	120	17	1.6 TDCi 95 Style ECOnetic S-S	£14945	94	87	11	1.6 TDCi 115 Titanium	£22295	114	109	16
1.2 Pop	£9375	68	120	3	1.6 MultiJet 120 Trekking	£20640	118	120	17	1.6 TDCi 95 Zetec ECOnetic S-S	£15495	94	87	12	1.6 TDCi 115 Zetec	£20795	114	109	16
1.2 Easy																			
1.2 Lounge	£10175	68	120	4	500L MPV 5dr mpv As above but with seven seat flexibility in its more expensive format ★★★★★	£16495	94	87	12	1.6 TDCi 95 Titanium	£16495	94	87	12	1.6 TDCi 95 Zetec S	£22045	114	109	16
1.3 MultiJet 75 Pop	£11575	74	104	7	1.6 MultiJet 120 Lounge 7st	£21380	118	117	17	1.6 TDCi 95 Titanium ECOnetic	£17295	94	95	13	1.6 TDCi 95 Style	£19295	94	109	16
1.3 MultiJet 75 Easy	£12375	74	104	7	1.6 MultiJet 120 Pop Star 7st	£19880	118	117	17	1.6 TDCi 95 Titanium X	£17295	94	95	13	2.0 TDCi 150 Titanium	£23735	148	109	16
1.3 MultiJet 75 Lounge	£12875	74	104	7	0.9 TwinAir 105 Pop Star 7st	£17330	103	112	11	FIESTA 5dr hatch Stylish and wonderfully engaging. The best supermini ★★★★★	£15045	103	138	12	2.0 TDCi 185 ST	£23595	178	110	34
1.3 MultiJet 75 Trekking	£14075	74	109	7	0.9 TwinAir 105 Lounge 7st	£18830	103	112	11	1.25 82 Style	£12995	80	120	7	2.0 TDCi 185 ST-2	£25095	178	110	34
1.3 MultiJet 75 4x4	£15575	74	125	7	1.4 95 Pop Star 5st	£15840	94	145	9	1.6 105 Titanium Powershift	£16645	103	138	12	2.0 TDCi 185 ST-3	£27395	178	110	35
500 3dr hatch Super desirable, cute city car. Pleasant, if not involving, to drive ★★★★★																			
0.9 TwinAir 105 60	£15550	103	92	10	1.4 95 Lounge 5st	£17340	94	145	9	1.6 105 Zetec Powershift	£16645	103	138	12	2.0 T EcoBoost Eco ST-2	£23995	247	159	34
0.9 TwinAir 105 Lounge	£14220	103	92	10	1.3 MultiJet 85 Pop Star 7st	£18380	83	110	8	1.6 105 Zetec Powershift	£15645	103	138	12	2.0 T EcoBoost Eco ST-2	£25095	247	159	35
0.9 TwinAir 105 S	£14370	103	92	10	1.3 MultiJet 85 Lounge 7st	£19880	83	110	9	1.0 80 Zetec S-S	£14295	79	99	6	2.0 T EcoBoost Eco ST-2	£27395	247	159	36
0.9 TwinAir 85 60	£15070	84	99	10	1.6 MultiJet 105 Pop Star 7st	£19380	103	117	17	1.0 EcoBoost 100 Zetec	£15295	79	99	7	2.0 TDCi 150 Titanium X	£25735	148	109	16
1.2 Colour Therapy	£11220	68	113	9	1.6 MultiJet 105 Pop Star 7st	£19380	103	117	17	1.0 EcoBoost 100 Titanium S-S	£15795	99	99	11	MONDEO 5dr hatch Still the best big saloon. Practical, comfortable, rewarding ★★★★★	£21345	158	134	23
1.2 60	£13670	68	113	9	1.6 MultiJet 120 Lounge	£20845	118	-	-	1.0 EcoBoost Titanium X S-S	£17045	99	99	11	1.5 EcoBoost 160 Zetec	£22545	158	134	23
1.3 MultiJet 60	£16070	94	97	14	1.6 MultiJet 120 Lounge	£20845	118	-	-	1.0 EcoBoost Titanium X S-S	£17045	99	99	11	1.5 EcoBoost 160 Titanium	£26045	237	169	-
0.9 TwinAir 85 Lounge	£13740	84	92	10	1.6 MultiJet 120 Cross	£20095	118	-	-	1.0 EcoBoost Titanium X S-S	£17045	99	99	11	1.6 TDCi 115 Style	£21095	113	94	17
0.9 TwinAir 85 S	£13890	84	92	12	1.6 MultiJet 120 Cross Plus	£21845	118	-	-	1.0 EcoBoost Titanium X S-S	£17045	99	99	11	1.6 TDCi 115 Zetec	£			



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Make and Model	Price	Bhp	CO ₂ /km	Insurance group
2.0 TDCi 150 Titanium X 2WD	£27095	148	122	20
2.0 TDCi 150 Titanium X Sport	£30045	148	122	20
2.0 TDCi 150 Zetec AWD	£24195	148	135	20
2.0 TDCi 180 Titanium AWD	£26345	177	135	22
2.0 TDCi 180 Titanium X AWD	£29095	177	135	22
C-MAX 5dr mpv As fun to drive as it is easy to live with. ★★★★★				
1.0T 100 EcoBoost Zetec S-S	£18695	99	117	10
1.0T 125 EcoBoost Zetec S-S	£19195	123	117	13
1.0T 100 EcoBoost Titanium S-S	£20195	99	117	10
1.0T 125 EcoBoost Titanium S-S	£20695	123	117	13
1.0T 125 EcoBoost Titanium X SS	£22695	123	117	14
1.6 105 Zetec	£17655	103	149	11
1.6T 150 EcoBoost Titanium S-S	£20855	148	144	19
1.6T 182 EcoBoost Titanium X SS	£23605	180	144	22
1.6 TDCi 115 Zetec	£19150	114	117	16
1.6 TDCi 115 Titanium	£20650	114	117	16
1.6 TDCi 115 Titanium X	£22650	114	117	16
2.0 TDCi 140 Titanium	£21725	138	129	20
2.0 TDCi 163 Titanium X	£24225	161	129	22
GRAND C-MAX 5dr mpv Fun and practical small seven seater. ★★★★★				
1.0T 100 EcoBoost Zetec S-S	£20295	99	119	10
1.0T 125 EcoBoost Zetec S-S	£20795	123	119	13
1.0T 100 EcoBoost Titanium S-S	£21795	99	119	10
1.0T 125 EcoBoost Titanium S-S	£22295	123	119	13
1.0T 125 EcoBoost Titanium X SS	£24295	99	119	14
1.6T 150 EcoBoost Titanium S-S	£20495	148	149	19
1.6T 182 EcoBoost Titanium X SS	£24950	180	149	22
1.6 TDCi 115 Zetec	£20745	114	124	16
1.6 TDCi 115 Titanium	£22045	114	124	16
1.6 TDCi 115 Titanium X	£24045	114	124	16
2.0 TDCi 140 Titanium	£23250	138	134	20
2.0 TDCi 163 Titanium X	£25750	161	134	22
S-MAX 5dr mpv Proof that MPVs need not be boring or ungainly. Still the benchmark. ★★★★★				
1.6T 160 EcoBoost Zetec S-S	£23310	158	159	18
1.6 160 Eco Titanium S-S	£25060	158	159	19
2.0 203 EcoBoost Titanium auto	£26735	200	189	22
2.0 240 TIT. X Sp. Au	£31485	237	194	27
1.6 TDCi 115 Zetec S-S	£24110	114	139	16
1.6 TDCi 115 Eco Titanium S-S	£25860	114	139	17
2.0 TDCi 140 Zetec	£24295	138	139	17
2.0 TDCi 140 Titanium	£26045	138	139	18
2.0 TDCi 163 Titanium	£26645	161	139	21
2.0 TDCi 163 TIT. X Sp.	£30395	161	139	21
2.2 TDCi 200 Titanium	£27870	197	174	26
2.2 TDCi 200 TIT. X Sp.	£31620	197	174	26
GALAXY 5dr mpv Huge seven-seater MPV. Easy to place on the road. Not cheap. ★★★★★				
2.2 TDCi 200 Titanium X	£32875	197	179	27
1.6 160 EcoBoost Zetec S-S	£25670	158	167	18
1.6 160 Eco Titanium S-S	£27570	158	167	18
1.6 160 Eco Titanium X S-S	£30070	158	167	18
2.0 203 EcoBoost Titanium auto	£29235	200	189	24
2.0 203 EcoBoost Titan X auto	£31735	200	189	25
1.6 TDCi 115 Zetec S-S	£26460	114	139	16
1.6 TDCi 115 Eco Titanium S-S	£28360	114	139	17
1.6 TDCi 115 Eco TIT. X S-S	£30860	114	139	18
2.0 TDCi 140 Zetec	£26645	138	139	17
2.0 TDCi 140 Titanium	£28545	138	139	18
2.0 TDCi 140 Titanium X	£31045	138	139	19
2.0 TDCi 163 Titanium	£29145	161	139	21
2.0 TDCi 163 Titanium X	£31645	161	139	21
2.2 TDCi 200 Titanium	£30375	197	179	26

Make and Model	Price	Bhp	CO ₂ /km	Insurance group
1.8 i-VTEC S	£18650	140	146	13
1.8 i-VTEC SE Plus	£20565	140	149	14
1.8 i-VTEC SE Plus-Nav	£21175	140	149	14
1.8 i-VTEC S-Nav	£19260	140	146	14
1.8 i-VTEC SR	£23135	140	149	14
ACCORD 4dr saloon Comfortable interior. Fiddly dash and forgettable drive. ★★★★★				
2.0 i-VTEC ES	£23200	154	159	23
2.0 i-VTEC ES GT	£24120	154	159	24
2.0 i-VTEC ES GT Nav	£25320	154	159	24
2.0 i-VTEC EX	£26580	154	162	24
2.4 i-VTEC EX	£27890	198	199	26
2.4 i-VTEC EX ADAS	£30290	198	199	27
2.2 i-DTEC 150 ES	£25400	148	138	24
2.2 i-DTEC 150 ES GT	£26320	148	138	24
2.2 i-DTEC 150 ES GT Nav	£27520	148	138	24
2.2 i-DTEC 150 EX	£28795	148	141	25
2.2 i-DTEC 150 EX ADAS	£31195	148	141	26
2.2 i-DTEC 180 Type S	£31435	177	147	28
2.2 i-DTEC 180 Type S ADAS	£33685	177	147	29
ACCORD TOURER 5dr estate As above but more desirable and useful. ★★★★★				
2.0 i-VTEC ES	£24680	154	163	23
2.0 i-VTEC ES GT	£25655	154	163	24
2.0 i-VTEC ES GT Nav	£26855	154	163	24
2.4 i-VTEC EX	£29550	198	201	26
2.4 i-VTEC EX ADAS	£31950	198	201	27
2.2 i-DTEC 150 ES	£26895	148	143	24
2.2 i-DTEC 150 ES GT	£27870	148	143	24
2.2 i-DTEC 150 ES GT Nav	£29070	148	143	24
2.2 i-DTEC 150 EX	£30330	148	146	25
2.2 i-DTEC 150 EX ADAS	£32730	148	146	26
2.2 i-DTEC 180 Type S	£32925	177	150	28
2.2 i-DTEC 180 Type S ADAS	£35175	177	150	29
HR-V 5dr hatch Cleverly packaged and comfortable crossover. Bland performance though. ★★★★★				
1.5 i-VTEC EX	£23195	128	-	-
1.5 i-VTEC S	£17995	128	-	-
1.5 i-VTEC SE	£19745	128	-	-
1.5 i-VTEC SE Navi	£20355	128	-	-
1.6 i-DTEC S	£19745	118	-	-
1.6 i-DTEC SE	£21495	118	-	-
1.6 i-DTEC SE Navi	£22105	118	-	-
1.6 i-DTEC EX	£24945	118	-	-
CR-V 5dr 4x4 The CR-V soldiers on. But it's hemmed in by cleverer competition. ★★★★★				
1.6 i-DTEC 120 SE-Nav 2WD	£26740	118	115	22
1.6 i-DTEC 120 SE-Nav 2WD	£24300	118	115	23
1.6 i-DTEC 120 SR 2WD	£28495	118	119	23
2.0 i-VTEC S 2WD	£22345	154	168	22
2.0 i-VTEC S-Nav 2WD	£23245	154	168	22
2.0 i-VTEC SE 2WD	£24515	154	168	22
2.0 i-VTEC SE-Nav 2WD	£25685	154	168	22
2.0 i-VTEC SE	£25615	154	173	22
2.0 i-VTEC SE-Nav	£26785	154	173	22
2.0 i-VTEC SR	£28595	154	177	23
2.0 i-VTEC EX	£30440	154	177	23
1.6 i-DTEC 120 S 2WD	£23400	118	115	22
1.6 i-DTEC 120 SE 2WD	£25570	118	115	22
1.6 i-DTEC 160 SE	£27570	158	129	26
1.6 i-DTEC 160 SE-Nav	£28740	158	129	26
1.6 i-DTEC 160 SR	£30625	158	133	27
1.6 i-DTEC 160 EX	£32470	158	133	27

Make and Model	Price	Bhp	CO ₂ /km	Insurance group
1.4 Class	£12515	89	140	7
1.4 Active	£13665	89	140	8
1.4 Style	£14615	99	140	8
1.6 Active Au	£15010	123	154	10
1.6 Style Au	£15960	123	154	10
1.4 CRDi 90 Class	£13835	89	119	9
IX35 5dr 4x4 Classy, roomy cabin, predictable handling. Very competitive. ★★★★★				
1.6 600i S 2WD	£17150	133	158	14
1.6 600i S B'Drive 2WD ISO	£17330	133	159	14
1.6 600i S 2WD	£18750	133	149	14
1.6 600i SE B'Drive 2WD ISO	£18930	133	159	14
1.6 600i SE Nav 2WD	£19800	133	149	14
1.6 600i SE Nav B'Drive 2WD ISO	£19980	133	149	14
1.7 CRDi SE Nav 2WD	£21300	114	139	14
1.7 CRDi Premium 2WD	£23000	114	139	14
1.7 CRDi Prem Panorama 2WD	£23800	114	139	14
1.7 CRDi S 2WD	£18650	114	139	14
1.7 CRDi SE 2WD	£20250	114	139	14
2.0 CRDi Premium 136 4WD	£25900	134	149	18
2.0 CRDi Prem Panorama 4WD	£26700	134	149	18
2.0 CRDi SE 136 4WD	£23150	134	149	18
2.0 CRDi SE Nav 136 4WD	£24200	134	149	18
SANTA FE 5dr 4x4 An injection of class has enhanced the Santa Fe's easygoing appeal. ★★★★★				
2.2 CRDi SE 4WD 5st	£27995	194	159	19
2.2 CRDi SE 4WD 7st	£29145	194	159	19
2.2 CRDi Premium 4WD 5st	£30595	194	159	19
2.2 CRDi Premium 4WD 7st	£31900	194	159	19
2.2 CRDi Premium SE 4WD 7st	£35395	194	159	20

Make and Model	Price	Bhp	CO ₂ /km	Insurance group
050 4dr saloon	£42340	359	144	42
3.5 Hybrid Sport	£42430	359	144	42
2.0t Premium Tech	£32455	208	146	40
2.0t Premium Tech	£38955	208	146	40
2.0t Sport	£34825	208	146	40
2.0t Sport Tech	£39725	208	146	40
3.5 Hybrid Sport	£40695	359	144	42
3.5 Hybrid Sport Tech	£45595	359	144	42
3.5 Hybrid Sport Tech AWD	£47240	359	159	42
2.2d SE	£26250	168	114	30
2.2d Premium	£31050	168	114	30
2.2d Premium Tech	£37550	168	114	30
2.2d Sport	£33420	168	118	30
2.2d Sport Tech	£38320	168	118	30
060 2dr coupé High-class coupe. Refined, potent and entertaining. ★★★★★				
3.7 V6 060 GT	£36790	315	246	45
3.7 V6 060 S	£36860	315	246	45
3.7 V6 060 S Premium	£41870	315	246	45
070 4dr saloon Pleasant, well-equipped big saloon. ★★★★★				
3.5 Hybrid Premium	£43250	235	145	45
3.5 Hybrid Premium Tech	£47350	235	145	45
3.7 Sport Tech	£44850	315	145	45
2.2d Premium	£33400	168	129	46
2.2d Premium Tech	£37500	168	129	46
2.2d Sport	£36600	168	129	46
2.2d Sport Tech	£38950	168	129	46
0X50 5dr 4x4 Focused on-road SUV. Drives well, very little interior space. ★★★★★				
3.7 V6 0X GT	£38980	315	265	44
3.7 V6 0X GT Premium	£42580	315	265	45
3.0d	£44900	235	224	44
3.0d GT	£38445	235	224	44
3.0d GT Premium	£42045	235	224	44
0X70 5dr 4x4 Big, powerful SUV. None of the finess of the X or Range Rover. ★★★★★				
3.7 V6 GT	£43250	315	282	49
3.0 V6 GT Premium	£47700	315	282	49
3.7 V6 S	£45350	315	282	49
3.7 V6 S Premium	£49800	315	282	49
5.0 V8 S Premium	£54750	385	307	49
3.0d GT	£45700	235	225	49
3.0d GT Premium	£47550	235	225	49
3.0d S	£45200	235	225	49
3.0d S Premium	£49650	235	225	49

Make and Model	Price	Bhp	CO ₂ /km	Insurance group
JAGUAR				
XE 4dr saloon A long time coming, but worth the wait. Drives better than a 3 Series. Nuff said. ★★★★★				
2.0i 200 SE	£26995	197	179	-
2.0i 200 Prestige	£27995	197	179	-
2.0i 200 R-Sport	£29745	197	179	-
2.0i 240 R-Sport	£33095	237	179	-
2.0i 240 Portfolio	£33745	237	179	-
3.0i S-C 340 S	£44870	335	194	-
2.0d 163 SE	£29775	161	99	-
2.0d 163 Prestige	£30775	161	99	-
2.0d 163 R-Sport	£32325	161	99	-
2.0d 163 Portfolio	£32975	161	99	-
2.0d 180 SE	£30275	178	109	-
2.0d 180 Prestige	£31275	178	109	-
2.0d 180 R-Sport	£33025	178	109	

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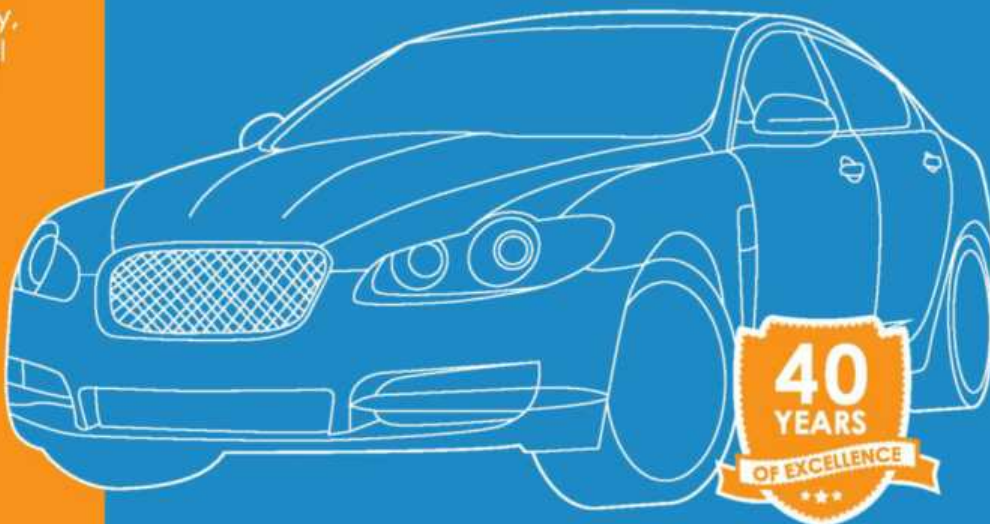
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Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
CEED 5dr estate Another slightly bigger looker from Schreyer, but also forgettable ★★★★★				
1.4 98 VR7	£16400	99	148	6
1.4 CRDI 89 1 ISG	£17295	89	109	8
1.6 CRDI 126 1 ISG	£18095	126	116	12
1.6 CRDI 126 2 ISG	£19695	126	116	13
1.6 CRDI 126 3 ISG	£21495	126	116	13
1.6 CRDI 126 4 ISG	£23295	126	116	14
1.6 CRDI 126 4 Tech ISG	£25195	126	116	15
PROCEED 3dr hatch Another slightly smaller looker from Schreyer. Still not memorable ★★★★★				
1.4 98 VR7	£14900	133	143	10
1.6 GDI 133 5 ISG	£17895	133	124	14
1.6 GDI 133 SE	£19905	133	137	15
1.6 GDI 133 SE DCT auto	£21205	133	140	14
1.6 T-GDI 201 GT	£20205	201	171	29
1.6 T-GDI 201 GT Tech	£22905	201	171	30
1.6 CRDI 126 1 ISG	£18995	126	100	13
1.6 CRDI 126 SE ISG	£20995	126	112	13
1.6 CRDI 126 SE Tech	£23995	126	112	13
SOUL 5dr hatch Looks divine option. Better value now, but still hardly the best option ★★★★★				
EV 81kW	£29995	107	-	19
1.6 GDI Start	£12800	130	158	9
1.6 GDI Connect	£15000	130	158	10
1.6 GDI Connect Plus	£16100	130	158	10
1.6 GDI Mixx	£18355	130	170	11
1.6 GDI Mixx	£20155	130	170	11
1.6 CRDI Connect	£16600	126	132	9
1.6 CRDI Connect Plus	£17700	126	132	10
1.6 CRDI Mixx	£19950	126	132	10
1.6 CRDI Mixx	£21750	126	132	11
OPTIMA 4dr saloon Looks the part, but will be off the European saloon pace ★★★★★				
1.7 CRDI 2 ISG	£22895	134	128	17
1.7 CRDI 1 ISG	£19995	134	128	17
1.7 CRDI 3 ISG	£25795	134	128	20
VENGA 5dr mpv Versatile interior, but firm ride and high price disappoint ★★★★★				
1.4 89 1 ISG	£11995	89	130	8
1.4 89 1 Air ISG	£12795	89	130	8
1.4 89 SRT ISG	£13595	89	130	9
1.4 89 2 ISG	£13895	89	130	9
1.6 123 3 ISG	£16190	123	139	13
1.6 123 3 auto	£15810	123	154	11
1.6 123 3 auto	£17290	123	154	11
1.4 CRDI 89 2	£15195	89	119	10
1.4 CRDI 89 SRT	£14895	89	119	10
1.6 CRDI 114 3 ISG	£17475	114	117	14
1.6 CRDI 114 4 ISG	£18570	114	117	14
CARENS 5dr mpv Nicely up to scratch now, but no class leader ★★★★★				
1.7 CRDI 3 Sat Nav ISG	£22525	136	132	16
1.6 GDI 1 ISG	£18195	133	149	13
1.6 GDI 2 ISG	£19600	133	149	13
1.7 CRDI 114 1 ISG	£19590	114	124	12
1.7 CRDI 114 2 ISG	£20995	114	124	12
1.7 CRDI 134 2 Au	£22400	136	159	16
1.7 CRDI 134 3 ISG	£24300	136	159	16
SPORTAGE 5dr 4x4 Good ride, handling and usability. Looks decent too ★★★★★				
1.7 CRDI 4 2WD ISG	£25000	114	143	14
2.0 CRDI 4X4 4WD	£21500	134	149	16
1.6 GDI 1 2WD	£17500	133	158	14
1.6 GDI 2 2WD ISG	£19800	133	149	15
1.7 CRDI 1 2WD ISG	£19100	114	135	12
1.7 CRDI 2 2WD ISG	£21200	114	135	13
1.7 CRDI 3 2WD ISG	£23100	114	135	13
1.7 CRDI 3 SatNav 2WD ISG	£23900	114	143	13
2.0 CRDI KX-2 4WD	£23600	134	149	17
2.0 CRDI KX-3 4WD	£25500	134	156	17
2.0 CRDI KX-3 4WD nav	£26300	134	156	17
2.0 CRDI KX3 4WD sn au	£27610	134	183	17
2.0 CRDI 181 KX-4 4WD	£28200	134	158	19
SORENTO 5dr 4x4 Route one solution to the problem, but you know where you stand with it ★★★★★				
2.2 CRDI KX-1	£28795	197	149	24
2.2 CRDI KX-2	£31995	197	161	25
2.2 CRDI KX-3	£35845	197	161	26
2.2 CRDI KX-4	£41000	197	177	28
KTM				
X-BOW 0dr unknown Eccentric looks, sharp handling. Expensive ★★★★★				
2.0 Street	£49980	237	185	-
2.0 Clubsport	£59755	237	185	-
2.0 Supertlight	£79305	237	185	-
2.0 ABT Sp.Line 300	£59755	296	189	-
LAMBORGHINI				
HURACAN 2dr coupé A supercar to its bones, but the flaws are just as obvious ★★★★★				
5.2 V10 LP 610-4	£180720	601	-	-
AVENTADOR 2dr coupé Big, bullish and ballistic. But not perfect ★★★★★				
6.5 LP700-4	£242280	690	398	-
LAND ROVER				
DEFENDER 3dr 4x4 An institution. Unbeatable off road, crude on it ★★★★★				
90 2.2D Hard Top	£23100	120	266	-
90 2.2D S'Wagon	£25625	120	269	25
90 2.2D County	£27305	120	269	25
90 2.2D XS S'Wagon	£30505	120	269	26
DEFENDER 5dr 4x4 An institution. Unbeatable off road, crude on it ★★★★★				
110 2.2D Hard Top	£25010	120	295	26
110 2.2D County Utility Wagon	£29550	120	295	-
110 2.2D Utility Wagon	£27620	120	295	-
110 2.2D S'Wagon	£27620	120	295	27
110 2.2D County	£29550	120	295	28
110 2.2D XS S'Wagon	£33405	120	295	28
110 2.2D XS Utility Wagon	£32405	120	295	-
DISCOVERY 5dr 4x4 The best compromise between off and on-road ability ★★★★★				
3.0 SDV 255 GS	£40005	252	213	39
3.0 SDV 255 XS	£46865	252	213	40
3.0 SDV 255 HSE	£54495	252	213	41
DISCOVERY Sport 5dr 4x4 Hugely alluring compact seven-seater ★★★★★				
2.2 SD4 190 SE	£32395	188	162	28
2.2 SD4 190 SE Tech	£33895	188	162	28
2.2 SD4 190 HSE	£37595	188	162	31
2.2 SD4 190 HSE Luxury	£41195	188	162	31
RANGE ROVER EVOQUE 3dr 4x4 A new class of desirability for the SUV ★★★★★				
2.2 eD4 150 Pure Tech 2WD	£31205	148	129	29
2.2 SD4 190 Pure Tech 4WD	£33505	188	149	33
2.2 SD4 190 Dynamic 4WD	£39305	188	149	34
RANGE ROVER EVOQUE 5dr 4x4 A new class of desirability for the SUV ★★★★★				
2.0 SD4 240 Dynamic Lux 4WD	£46210	237	181	39
2.2 eD4 150 Pure Tech 2WD	£31205	148	129	29
2.2 eD4 150 Pure Tech 4WD	£31505	188	149	32
2.2 SD4 190 Pure Tech 4WD	£33505	188	149	33
2.2 SD4 190 Dynamic 4WD	£39305	188	149	34
RANGE ROVER 5dr 4x4 Arguably the best luxury car in the world. Easily the best SUV ★★★★★				
5.0 V8 S Aubiography	£102450	503	299	50
5.0 V8 S Aubiography LWB	£110150	503	299	50
3.0 TDV6 Vogue	£74950	254	182	45
3.0 TDV6 Vogue SE	£81850	254	182	45
3.0 TDV6 Aubiography	£91550	254	182	50
3.0 TDV6 Hybrid Aubiography	£102450	335	164	50
4.4 SDV8 Vogue	£81950	308	219	50
4.4 SDV8 Vogue SE	£88850	308	219	50
4.4 SDV8 Aubiography	£98550	308	219	50
4.4 SDV8 Aubiography LWB	£102650	308	219	50
RANGE ROVER Sport 5dr 4x4 Just the right kind of dynamic twist. Brilliant ★★★★★				
5.0 V8 S Aubiography Dynamic	£84350	503	298	49
3.0 SDV6 HSE	£61950	288	185	43
3.0 SDV6 HSE Dynamic	£67150	288	185	43
3.0 SDV6 Aubiography Dynamic	£77850	288	185	45
4.4 SDV8 Aubiography Dynamic	£84350	334	219	47
LEXUS				
CT 5dr hatch Makes sense only as a company car. Not fun ★★★★★				
200h S	£21245	134	82	19
200h SE	£22745	134	94	19
200h Advance	£24245	134	94	19
200h Luxury	£24745	134	94	20
200h F Sport	£26995	134	94	20
200h Premier	£29745	134	94	21
IS 4dr saloon Sleek junior exec, well made and interesting. Needs a better diesel ★★★★★				
250 SE	£26495	204	199	32
250 Luxury	£27995	204	199	33
250 F Sport	£30495	204	213	33
250 Premier	£33495	204	213	34
300h SE	£28995	217	99	31
300h Luxury	£30995	217	103	32
300h F Sport	£32495	217	109	32
300h Premier	£36750	217	109	33
GS 4dr saloon Refreshingly different, but lacks a diesel engine ★★★★★				
300h SE	£31495	179	109	31
300h Luxury	£37495	179	113	32
300h F Sport	£41745	179	115	33
300h Premier	£43745	179	113	33
450h Luxury	£45495	338	141	42
450h F Sport	£51495	338	145	42
450h Premier	£51495	338	141	42
LS 4dr saloon Uninspiring luxury barge with a huge kit list attached ★★★★★				
460 Luxury	£71995	382	249	48
460 F Sport	£74495	382	249	49
600h Premier	£99995	439	199	50
600h Premier Night View	£101510	439	199	50
NX 5dr hatch Some good ideas, but dramatically off the pace to drive ★★★★★				
2.0 200h F Sport	£38095	235	183	-
300h S 2WD	£29495	195	116	29
300h SE	£31495	195	121	31
300h Luxury	£33495	195	121	31
300h F Sport	£36995	195	121	32
300h Premier	£42995	195	121	33
RX 5dr 4x4 Low flexibility, but hybrid function makes a degree of economic sense ★★★★★				
450h SE	£44495	245	145	40
450h Luxury	£48495	245	145	41
450h F Sport	£51995	245	145	42
450h Premier	£55495	245	145	43
RC-F 2dr coupé An also-ran in the segment, although naturally-aspirated V8 is really like ★★★★★				
5.0 V8	£59995	471	251	48
5.0 V8 Carbon	£67995	471	251	50
LOTUS				
ELISE 2dr open Pure sports car. Great chassis and steering, low running costs ★★★★★				
1.6 Club Racer	£28580	134	149	43
1.6	£29505	134	149	43
1.6 Sport	£30650	134	149	43
1.8 S	£37205	217	175	43
EXIGE 2dr coupé Sharp, uncompromising track car. Unforgiving on road ★★★★★				
3.5 V6 S	£54610	345	236	47
EVORA 2dr coupé Sublime combination of pliant ride and sweet handling ★★★★★				
3.5 V6	£53080	276	217	50
3.5 V6+2	£54980	276	217	50
3.5 V6 Sp. Racer	£58850	276	217	50
3.5 V6 S	£62290	345	229	50
3.5 V6 S+2	£64190	345	229	50
3.5 V6 S Sp. Racer	£66850	345	229	50
MASERATI				
GHIBLI 4dr saloon Classy and entertaining but less polished than a 5-Series ★★★★★				
3.0 V6	£53575	325	223	50
3.0 V6 S	£64720	404	242	50
3.0 V6	£49160	271	158	50
QUATTROPORTE 4dr saloon Not quite as sophisticated as it might have been. ★★★★★				
3.0 V6 S	£81555	404	242	50
3.8 V8 GTS	£109625	523	274	50
3.0 V6	£69235	271	164	50
GRANTURISMO 2dr coupé Fantastic looks and soundtrack, average chassis ★★★★★				
4.2 V8	£82280	400	330	50
4.7 V8 Sport	£90810	453	331	50
4.7 V8 MC Stradale	£110135	453	360	50
GRANCABRIO 2dr open Fantastic looks and soundtrack, average chassis ★★★★★				
4.7 V8 Sport	£98340	433	337	50
4.7 V8 Sport	£103935	453	337	50
MAZDA				
2 5dr hatch Much more grown-up now. Handsome and comfortable - if slightly less fun ★★★★★				
1.5 75 SE	£11995	74	110	-
1.5 75 SE-L	£12995	74	110	-
1.5 90 SE-L	£13995	90	105	-
1.5 90 SE-L Nav	£14395	90	105	-
1.5 90 Sport	£14995	90	105	-
1.5 90 Sport Nav	£15395	90	105	-
1.5 105 Sport Nav	£15995	113	117	-
1.5 105 SE-L	£15995	104	89	-
1.5 105 SE-L Nav	£16395	104	89	-
1.5 105 Sport Nav	£16995	104	89	-
1.5 105 Sport Nav	£17395	104	89	-
3 5dr hatch Refined, well-priced family choice. Dynamically satisfying, too ★★★★★				
1.5 100 SE	£16995	99	119	13
1.5 100 SE Nav	£17595	99	119	13
1.5 100 SE-L	£17295	99	119	13
1.5 100 SE-L Nav	£17895	118	119	13
1.5 100 SE-L Nav	£18795	118	119	13
1.5 100 SE-L Nav	£19395	118	119	13
1.5 100 Sport				

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
63 AMG S	£86510	577	231	50
220 BlueTEC AMG Line	£46500	175	129	44
350 BlueTEC AMG Line	£49950	254	-	46
CLS 5dr shooting brake Saloon-like practicality, class's coolest rewards	★★★★★			
63 AMG S	£87010	577	231	50
220 BlueTEC AMG Line	£48080	175	129	44
350 BlueTEC AMG Line	£51400	254	162	47
GLA 5dr 4x4 Not the most practical crossover, but good looking and very decent to drive	★★★★★			
GLA250 AMG Line 4Matic	£31295	208	154	34
GLA45 AMG 4MATIC	£44600	354	175	-
GLA200 CDI Sport	£26265	134	119	25
GLA200 CDI Sport 4Matic	£29215	134	119	25
GLA200 CDI AMG Line	£27210	134	119	25
GLA200 4Matic AMG Line	£30215	134	119	25
GLA220 CDI AMG Line 4Matic	£30645	168	129	28
GLA220 CDI AMG Line 4Matic	£31645	168	129	28
G-CLASS 5dr 4x4 Massively expensive and compromised, but with character to spare	★★★★★			
G350 BlueTEC	£86445	208	295	-
G63 AMG	£129665	537	322	-
GLC-CLASS 5dr 4x4 Decent on road and off despite its size. Nice cabin, too	★★★★★			
GLS350 BlueTEC AMG Sport	£60755	261	209	49
GLS450 AMG	£93360	549	288	50
SLK 2dr open Enthusiastic, neat handling and brisk all-weather roadster	★★★★★			
200 CGI BlueEFF Sport	£34750	181	158	41
250 CGI BlueEFF Sport	£38710	201	169	44
350 CGI BlueEFF Sport	£44610	302	167	45
SLK55 AMG	£55530	416	195	47
SLK250 CDI	£33150	162	142	33
SLK250 CDI AMG Sport	£37150	201	132	43
SL 2dr open Big, luxurious and classier than a royal stud farm. Merc at its best.	★★★★★			
SL400 AMG Sport	£72505	329	178	50
SL500 AMG Sport	£81920	429	212	51
SL63 AMG	£112520	557	231	50
AMG GT	£170825	621	270	50
AMG GT 2dr coupé Clever and handsome replacement for the SLS. Different, but very good	★★★★★			
4.0 V8	£97200	456	216	50
4.0 V8 S	£110500	503	219	50
CL 2dr coupé Comfortable big coupe. More GT than sports car	★★★★★			
CL500	£99545	429	227	50
CL63 AMG	£118885	536	244	50
CL65 AMG	£164840	621	334	50
M-CLASS 5dr 4x4 Roomy, quiet and well-appointed. A proper Merc SUV	★★★★★			
ML350 BlueTEC SE Exec	£51340	254	189	43
ML63 AMG	£87005	536	276	50
ML250 BlueTEC SE Exec	£48190	201	165	38
ML250 BlueTEC AMG Line	£50850	201	165	38
ML350 BlueTEC AMG Line	£54000	254	189	43
V-CLASS 5dr mpv Expensively appointed mini bus. With matching price tag	★★★★★			
V220 SE	£41845	161	149	-
V220 Sport	£44340	161	149	-
V220 Extra Long SE	£43380	161	149	-
V220 Extra Long Sport	£45875	161	149	-
V250 SE	£43520	161	157	-
V250 Sport	£46015	161	157	-
V250 Extra Long SE	£45055	161	157	-
V250 Extra Long Sport	£47550	161	157	-
MG				
MG3 5dr hatch Neatly tuned and nicely styled supermini. Flaws covered up by price	★★★★★			
1.5 3Time	£8399	105	136	4
1.5 3Form	£9299	105	136	4
1.5 3Form Sport	£9549	105	136	4
1.5 3Style	£9999	105	136	4
MG6 5dr hatch Good dynamics and space. Poor finish and running costs	★★★★★			
1.9 DTi Diesel SL	£13995	148	119	-
1.9 DTi Diesel TS	£16155	148	119	-
1.9 DTi Diesel TL	£17995	148	119	-
MINI				
HATCH 3dr hatch Has matured very satisfyingly into its larger footprint. A real contender	★★★★★			
1.2 One	£13955	102	108	12
1.5 Cooper	£15505	134	105	18
1.5 D Cooper	£18840	109	133	26
1.5 D One	£15075	114	89	11
1.5 D Cooper	£16635	114	92	15
2.0 SD Cooper	£19655	168	106	23
HATCH 5dr hatch Additional door hardly adds charm. Bottom line embellished nevertheless	★★★★★			
1.2 One	£14565	102	112	12
1.5 Cooper	£16105	134	109	18
1.5 D Cooper	£19440	109	136	26
1.5 D One	£15675	94	92	11
1.5 D Cooper	£17235	114	92	15
2.0 SD Cooper	£20255	168	109	23
PACEMAN 3dr coupé Two-door Countryman a Mini too far for us. Tough to like	★★★★★			
1.6 Cooper	£19115	121	137	30
1.6 Cooper S	£22485	181	139	36
1.6T Cooper S ALL4	£23720	181	148	39
1.6T John Cooper Works	£29575	208	165	34
1.6D Cooper D ALL4	£21645	110	123	14
1.6D Cooper D	£20375	110	115	15
2.0D Cooper SD	£23235	141	129	20
2.0D Cooper SD ALL4	£24535	141	126	19
COUNTRYMAN 5dr 4x4 Big, but still more funky than usual	★★★★★			
1.6 One 2WD	£17105	97	134	12
1.6 Cooper 2WD	£18625	120	137	16
1.6T Cooper S 2WD	£22005	181	139	30
1.6T Cooper S ALL4 4WD	£23240	181	148	39
1.6T JCW	£28985	215	165	33
1.6 One 2WD	£18135	89	113	13
1.6D Cooper 2WD	£19885	110	118	15
1.6D Cooper ALL4 4WD	£21165	110	123	16
2.0D Cooper SD	£22755	141	129	20
2.0D Cooper SD ALL4 4WD	£24055	141	126	20
MITSUBISHI				
L200 5dr hatch Electric city transport. Fun, quirky but idiosyncratically expensive	★★★★★			
MIVE Keiko	£28554	63	0	27
MIRAGE 5dr hatch Straightforward hatchback. Not for the likes of us	★★★★★			
1.8 2WD	£9054	70	96	15
1.2 79 MIVEC 2	£11054	79	96	18
1.2 79 MIVEC 3	£12054	79	100	18
ASX 5dr hatch Engine sets a new standard, but otherwise unexceptional	★★★★★			
1.6 2 ZWD	£15184	115	137	13
1.6 3 ZWD	£17435	115	137	13
1.8 10D 3 ZWD	£19435	114	136	19
2.0 10D 4WD	£23434	114	136	19
2.2 10D 4WD auto	£24884	148	153	19
SHOGUN 5dr 4x4 Has its appeal. Needs more chassis finesse, but still charming	★★★★★			
3.2 2D-DC S62	£29544	197	213	32
3.2 2D-DC S63 auto	£34744	197	224	34
3.2 2D-DC S64 auto	£37744	197	224	34
OUTLANDER 5dr 4x4 Practical and efficient, although very ordinary inside	★★★★★			
2.0 PHEV GX3h	£33304	200	44	26
2.0 PHEV GX4h	£37954	200	44	27
2.0 PHEV GX4hS	£42954	200	44	28
2.0 PHEV GX5h	£45054	200	44	28
2.2 2D-DC G2Z 4WD	£23984	148	138	22
2.2 2D-DC G3X 4WD	£26784	148	140	23
2.2 2D-DC G4X 4WD	£30684	148	140	24
2.2 2D-DC G4X 4WD Au	£34234	148	153	22
MORGAN				
3 WHEELER 0dr open Eccentric, uniquely English and not a little special	★★★★★			
1.9 115 Sport	£31140	115	215	-
1.9 115 Bespoke	£34000	115	-	-
1.9 115 Superspy	£34995	115	-	-
AERO SUPERSPORTS 2dr open Has pace and kerbside status, but pricey	★★★★★			
4.8 V8	£126900	390	269	-
4.8 4Zdr open Has its appeal, but not so rewarding to drive	★★★★★			
1.6	£31500	110	-	-
PLUS 4 2dr open Has its appeal. Needs more chassis finesse, but still charming	★★★★★			
2.0 2 Seater	£35400	145	172	-
2.0 4 Seater	£40200	145	172	-
ROADSTER 2dr open More advanced, but pricey and needs better brakes	★★★★★			
3.7 V6 4 Seater	£51000	280	-	-
3.7 V6	£45900	280	-	-
PULSE EIGHT 2dr open Oldie V8 charm lives on, but requires oodles of cash	★★★★★			
4.8 V8	£85200	367	-	-
NISSAN				
MICRA 5dr hatch Low running costs but below average overall	★★★★★			
1.2 Visia	£10295	79	115	6
1.2 Acenta	£11945	79	115	7
1.2 Tekna	£13345	79	115	7
1.2 DIG-S Visia	£12045	97	95	10
1.2 DIG-S Acenta	£13045	97	99	10
1.2 DIG-S Tekna	£14445	97	99	11
JUKE 5dr hatch High-riding, funky hatch is a compelling package. High CO2	★★★★★			
1.2 DIG-T Acenta	£15320	114	129	12
1.2 DIG-T Acenta Premium	£16720	114	129	12
1.2 DIG-T Tekna	£17770	114	129	12
1.6 Visia	£13620	93	138	12
1.6 DIG-T 190 Acenta Premium	£18150	188	159	21
1.6 DIG-T 190 Tekna	£19200	188	159	21
1.6 DIG-T 200 Nismo	£21650	197	159	21
1.5dCi Visia	£15520	109	104	13
1.5dCi Acenta	£16715	109	104	13
1.5dCi Acenta Premium	£18115	109	104	13
1.5dCi Tekna	£19165	109	104	13
NOTE 5dr hatch It lacks a bit of verve, but objectively the Note is entirely fit for purpose	★★★★★			
1.2 Visia	£12130	78	109	6
1.2 Acenta	£13525	78	109	6
1.2 Acenta Premium	£14465	78	109	6
1.2 DIG-S Acenta	£14625	78	109	6
1.2 DIG-S Acenta Premium	£15565	97	99	10
1.2 DIG-S Tekna	£16470	97	99	10
1.5dCi Visia	£14130	89	92	8
1.5dCi Acenta	£15525	89	92	8
1.5dCi Acenta Premium	£16465	89	92	9
1.5dCi Tekna	£17370	89	92	9
LEAF 5dr hatch Comfortable electric car with 100-mile range	★★★★★			
80kw Tekna	£30590	107	0	24
80kw Visia	£26490	107	0	23
80kw Visia+	£27590	107	0	23
80kw Acenta	£28590	107	0	23
PULSAR 5dr hatch Undeniably fit for purpose, but its appeal goes no deeper than that	★★★★★			
1.2 DIG-T 115 Visia	£15995	114	117	10
1.2 DIG-T 115 Acenta	£17645	114	117	10
1.2 DIG-T 115 N-tec	£18995	114	117	10
1.2 DIG-T 115 Tekna	£20345	114	117	10
1.5dCi 110 Visia	£17595	109	94	11
1.5dCi 110 Acenta	£19245	109	94	11
1.5dCi 110 N-tec	£20595	109	94	11
1.5dCi 110 Tekna	£21945	109	94	11
QASHQAI 5dr hatch Second generation a masterly update of the first. The crossover to beat	★★★★★			
1.6dCi 130 Tekna 4WD	£28500	128	115	19
1.2 DIG-T 115 Visia	£18265	113	129	17
1.2 DIG-T 115 Acenta	£19850	113	129	17
1.2 DIG-T 115 N-tec	£21700	113	129	17
1.2 DIG-T 115 N-tec+	£22250	113	129	17
1.2 DIG-T 115 Tekna	£23800	113	129	17
1.6 DIG-T 163 N-tec	£32300	161	138	14
1.6 DIG-T 163 N-tec+	£32750	161	138	14
1.6 DIG-T 163 Tekna	£35300	161	138	14
1.5dCi 110 Visia	£20015	109	97	17
1.5dCi 110 Acenta	£21600	109	97	17
1.5dCi 110 N-tec	£23450	109	97	14
1.5dCi 110 N-tec+	£24000	109	97	14
1.5dCi 110 Tekna	£25550	109	97	15
1.6dCi 130 Tekna	£26800	128	115	19
X-TRAIL 5dr 4x4 Sleek, Qashqai-based crossover is an easy win if you require seven seats	★★★★★			
1.6dCi Visia 2WD	£23195	128	129	19
1.6dCi Acenta 2WD	£24995	128	129	19
1.6dCi Acenta 4WD	£26695	128	139	20
1.6dCi n-tec 2WD	£27645	128	129	19
1.6dCi n-tec 4WD	£29345	128	139	20
1.6dCi Tekna 2WD	£29645	128	129	19
1.6dCi Tekna 4WD	£31345	128	139	20
LOTUS 2dr coupé Great engine and poised handling.	★★★★★			
3.7 V6 Nismo	£37585	245	248	46
3.7 V6	£27445	232	248	46
3.7 V6 GT	£32525	232	248	46
GT-R 2dr coupé A benchmark. Great drive, brutal power, sensational value	★★★★★			
3.8 V6 2014 MY	£78030	523	275	50
3.8 V6 Nismo	£125000	523	275	50
NOBLE				
M600 2dr coupé A new era for the Brit maker. Outragious pace and handling	★★★★★			
4.4 V8	£200000	650	-	-
PEUGEOT				
ION 5dr hatch Good electric powertrain, comically expensive	★★★★★			
63 UK drive	£26216	63	0	28
108 3dr hatch Sister car to the Aygo. And distant second to most city car rivals	★★★★★			
1.0 Access	£8345	68	95	6
1.0 Active	£9595	68	95	6
1.0 Active Top	£10595	68	95	6
1.0 Active S-S	£9845	68	88	6
1.0 Active S-S Top	£10845	68	88	6
1.2 VTI Allure	£11095	81	99	11
1.2 VTI Allure Top	£12095	81	99	11
1.2 VTI Allure	£11945	81	99	11
108 3dr hatch Sister car to the Aygo. And distant second to most city car rivals	★★★★★			
1.0 Access	£9995	68	95	6
1.0 Active	£10995	68	95	6
1.0 Active S-S	£10245	68	88	6
1.0 Active S-S Top	£11245	68	88	6
1.2 VTI Allure	£11495	81	99	11
1.2 VTI Allure Top	£12495	81	99	11
1.2 VTI Allure	£12345	81	99	11
208 3dr hatch Big improvement for Peugeot, if not the supermini class	★★★★★			
1.0 VTI Access	£10195	67	99	5
1.0 VTI Access+	£11445	67	99	6
1.0 VTI Active	£12395	67	99	6
1.0 VTI Active				

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
1.4 TSI 140 ACT FR	£16745	138	109	21
1.2 TDI 75 S A-C	£14555	74	105	7
1.2 TDI 75 S A-C Ecomotive	£15080	74	92	7
1.2 TDI 75 SE Ecomotive	£15610	74	92	7
1.6 TDI 105 SE	£16160	104	112	14
1.6 TDI 105 FR	£17160	104	112	14
TOLEDO 5dr hatch Makes practical sense, but leaves no other lasting impression ★★★★★				
1.2 TSI 85 S	£14265	84	119	10
1.2 TSI 105 S	£15295	104	116	13
1.2 TSI 105 SE	£16515	104	118	14
1.4 TSI 122 SE DSG	£17965	120	134	17
1.6 TDI 105 CR SE Ecomotive	£17150	104	104	15
1.6 TDI 105 CR SE Ecomotive	£18370	104	106	15
LEON 3dr hatch Sharp looks and handling. Back from the Golf's quality, but good value ★★★★★				
1.6 TDI 110 SE Ecomotive	£19625	108	87	14
1.2 TSI 110 S	£15815	108	114	13
1.2 TSI 110 SE	£16935	108	114	13
1.4 TSI 125 SE	£17535	123	120	16
1.4 TSI 150 FR	£19700	148	109	16
1.8 TSI 180 FR	£20740	178	137	25
2.0 TSI 265 Cupra	£25960	261	154	32
2.0 TSI 280 Cupra	£27210	276	154	33
1.6 TDI CR 105 S	£17515	104	99	13
1.6 TDI CR 105 SE	£18635	104	99	13
2.0 TDI CR 150 SE	£19985	148	106	19
2.0 TDI CR 150 FR	£21530	148	106	20
2.0 TDI CR 184 FR	£22520	181	109	26
LEON 5dr hatch Sharp looks and handling. Back from the Golf's quality, but good value ★★★★★				
1.6 TDI 110 SE Ecomotive	£19925	108	87	14
1.2 TSI 110 S	£16115	108	114	13
1.2 TSI 110 SE	£17235	108	114	13
1.4 TSI 125 SE	£17835	123	120	16
1.4 TSI 150 FR	£20000	148	109	16
1.8 TSI 180 FR	£21040	178	137	25
2.0 TDI CR 184 FR	£22820	181	109	26
2.0 TSI 280 Cupra	£27510	276	154	33
1.6 TDI CR 105 S	£17815	104	99	13
1.6 TDI CR 105 SE	£18935	104	99	13
2.0 TDI CR 150 SE	£20285	148	106	19
2.0 TDI CR 150 FR	£21830	148	106	20
LEON 5dr estate Sharp looks and handling. Back from the Golf's quality, but good value ★★★★★				
1.2 TSI 105 S	£16675	104	114	12
1.2 TSI 105 SE	£17795	104	114	13
1.4 TSI 140 FR	£20390	138	122	18
1.4 TSI 140 SE	£18845	138	122	17
1.6 TDI 110 SE Ecomotive	£20920	108	87	14
1.6 TDI CR 105 S	£18810	104	99	13
1.6 TDI CR 105 SE	£19930	104	99	13
1.8 TSI 180 FR	£22035	178	137	25
2.0 TDI CR 150 FR	£22825	148	106	20
2.0 TDI CR 150 SE	£21280	148	106	19
2.0 TDI CR 184 FR	£23815	181	112	26
2.0 TDI 150 SE X-Perience	£24385	148	129	19
2.0 TDI 150 SE Tech X-Perience	£26370	148	129	20
2.0 TDI 184 SE Tech X-Perience	£28870	181	129	23
ALTEA 5dr hatch Short on interior flexibility and visibility. Well-judged drive ★★★★★				
1.6 TDI 105 i-Tech Ecomotive	£15445	103	119	14
2.0 TDI 140 i-Tech	£16245	138	129	19
XL 1.6 TDI 105 i-Tech Ecomotiv	£16165	103	119	13
XL 2.0 TDI 140 i-Tech	£16965	138	129	19
ALHAMBRA 5dr mpv Practical, refined and good value. Not exciting ★★★★★				
2.0 TDI 140 Ecomotive S	£25630	138	146	18
2.0 TDI 140 Ecomotive SE	£27510	138	146	18
2.0 TDI 140 Ecomotive+TECH	£28630	138	146	18
2.0 TDI 140 Eco SE Lux	£30900	138	146	18
2.0 TDI 177 SE	£28750	138	158	22
2.0 TDI 177 SE Lux	£32420	138	158	22
SKODA				
CITIGO 3dr hatch The VW Up in entry-level Skoda format ★★★★★				
1.0 60 S	£8275	59	105	1
1.0 60 SE	£9135	59	105	1
1.0 60 Monte Carlo	£10670	59	105	2
1.0 60 GreenTech SE	£9495	59	95	1
1.0 60 GreenTech Eleg.	£10010	59	95	1
1.0 75 GreenTech Eleg.	£10400	74	98	2
CITIGO 5dr hatch The VW Up in entry-level Skoda format ★★★★★				
1.0 60 S	£8625	59	105	1
1.0 60 SE	£9485	59	105	1
1.0 60 Monte Carlo	£11020	59	105	2
1.0 60 GreenTech SE	£9845	59	95	1
1.0 60 GreenTech Eleg.	£10360	59	95	1
1.0 75 GreenTech Eleg.	£10750	74	98	2
FABIA 5dr hatch Straight-laced for a supermini, but as likeable an all-rounder as you'll find ★★★★★				
1.0 60 S	£10600	59	106	2
1.0 75 S	£11460	74	108	4
1.0 75 SE	£12820	74	108	3
1.0 75 SE L	£13610	74	108	3
1.2 TSI 90 SE	£13450	89	107	8
1.2 TSI 90 SE L	£14240	89	107	8
1.2 TSI 110 S DSG	£13740	108	109	13
1.2 TSI 110 SE	£14100	108	110	12
1.2 TSI 110 SE L	£14890	108	110	12
1.4 TDI 90 S	£14090	89	93	12
1.4 TDI 90 SE	£15450	89	93	10
1.4 TDI 90 SE L	£16240	89	93	11
1.4 TDI 105 SE L	£16840	104	95	12
FABIA 5dr estate				
1.0 75 S	£12460	74	109	4
1.0 75 SE	£13965	74	109	3
1.0 75 SE L	£14755	74	109	3
1.2 TSI 110 S DSG	£14740	108	109	13
1.2 TSI 110 SE	£15245	108	110	12
1.2 TSI 110 SE L	£16035	108	110	12
1.2 TSI 90 SE	£14595	89	107	8
1.2 TSI 90 SE L	£15385	89	107	8
1.4 TDI 105 SE L	£17985	104	97	12
1.4 TDI 90 S	£15090	89	94	10
1.4 TDI 90 SE	£16595	89	94	10
1.4 TDI 90 SE L	£17385	89	94	11
RAPID 5dr hatch				
1.6 TDI 105 E	£17145	103	114	16
1.6 TDI 90 Eleg.	£17715	103	114	13
1.6 TDI 90 GreenLine	£17975	103	99	13
1.6 TDI 90 GreenTech Eleg.	£17965	103	104	13
1.6 TDI 90 GreenTech SE	£17215	103	104	13
1.6 TDI 90 S	£16015	103	114	13
1.6 TDI 90 SE	£16965	103	114	13
1.2 75 S	£13350	74	137	7
1.2 TSI 86 S	£14140	84	119	10
1.2 TSI 86 SE	£15090	84	119	10
1.2 TSI 86 GreenTech S	£14390	84	114	10
1.2 TSI 86 GreenTech SE	£15340	84	114	10
1.2 TSI 105 SE	£15790	104	125	13
1.2 TSI 105 Eleg.	£16540	104	125	13
1.2 TSI 105 GreenTech SE	£16040	104	118	13
1.2 TSI 105 GreenTech Eleg.	£16790	104	118	13
1.2 TSI 105 Sport	£15840	104	125	15
1.4 TSI 122 SE DSG	£17585	120	134	16
1.4 TSI 122 Eleg. DSG	£18335	120	134	16
1.4 TSI 122 GreenTech SE DSG	£17705	120	127	18
1.4 TSI 122 GreenTech Eleg.	£18455	120	127	18
1.6 TDI 105 S	£16590	103	114	16
1.6 TDI 105 SE	£17540	103	114	15
1.6 TDI 105 Eleg.	£18290	103	114	15
1.6 TDI 105 GreenTech SE	£17790	103	106	15
1.6 TDI 105 GreenTech Eleg.	£18540	103	106	15
RAPID SPACEBACK 5dr estate Estate shape makes most sense of Rapid's skinny body ★★★★★				
1.2 TSI 105 Eleg.	£16640	104	125	14
1.2 TSI 105 GreenTech Eleg.	£16890	104	118	14
1.2 TSI 105 GreenTech SE	£16430	104	118	15
1.2 TSI 105 SE	£16180	104	125	14
1.2 TSI 86 GreenTech S	£14750	84	114	12
1.2 TSI 86 GreenTech SE	£15730	84	114	12
1.2 TSI 86 S	£14500	84	119	11
1.2 TSI 86 SE	£15480	84	119	12
1.4 TSI 122 Eleg. DSG	£18445	120	134	18
1.4 TSI 122 GreenTech SE DSG	£18105	120	127	18
1.4 TSI 122 G'tech Eleg. DS	£18565	120	127	18
1.4 TSI 122 SE DSG	£17985	120	134	17
1.6 TDI 105 Eleg.	£18390	103	114	16
1.6 TDI 105 GreenTech Eleg.	£18640	103	106	16
1.6 TDI 105 GreenTech SE	£18180	103	106	16
1.6 TDI 105 S	£16950	103	114	15
1.6 TDI 105 SE	£17930	103	114	16
1.6 TDI 90 GreenLine	£17355	89	99	14
1.6 TDI 90 GreenTech Eleg.	£17990	89	106	14
1.6 TDI 90 GreenTech SE	£17530	89	106	14
1.6 TDI 90 S	£16300	89	114	13
1.6 TDI 90 SE	£17280	89	114	14
1.6 TDI 90 Eleg.	£17740	89	114	14
OCTAVIA 5dr hatch Extended wheelbase makes the Octavia an even more practical choice ★★★★★				
1.6 TDI 105 SE Business	£19775	104	99	14
1.2 TSI 105 S	£16525	104	114	13
1.2 TSI 105 SE	£17875	104	114	13
1.4 TSI 140 SE	£19075	138	121	18
1.4 TSI 140 Eleg.	£20775	138	121	19
1.8 TSI 180 Laurin & Klement	£26630	178	135	25
2.0 TSI 220 vRS	£23830	217	142	29
1.6 TDI 105 S	£18575	104	99	13
1.6 TDI 105 SE	£19925	104	99	13
1.6 TDI 105 Eleg.	£21625	104	99	14
1.6 TDI 110 Greenline	£20225	108	90	15
1.6 TDI 110 SE Business Greenl	£20225	108	90	19
2.0 TDI 150 SE	£20535	148	106	19
2.0 TDI 150 SE Business	£20535	148	106	20
2.0 TDI 150 Eleg.	£22525	148	106	20
2.0 TDI 150 Laurin & Klement	£24645	148	107	22
2.0 TDI 184 vRS	£24075	181	115	26
OCTAVIA 5dr estate Extended wheelbase makes the Octavia an even more practical choice ★★★★★				
1.6 TDI 105 Eleg. 4x4	£23880	104	119	14
1.6 TDI 105 SE 4x4	£22180	104	119	13
1.6 TDI 105 SE Business	£20580	104	99	13
1.6 TDI 110 GreenLine	£21425	108	90	15
1.6 TDI 110 SE Business G'line	£21425	108	90	19
2.0 TDI 150 Eleg. 4x4	£24780	148	124	20
2.0 TDI 150 SE 4x4	£23185	148	120	19
2.0 TDI 150 SE Business	£21735	148	106	19
1.2 TSI 105 S	£17330	104	117	13
1.2 TSI 105 SE	£18680	104	117	13
1.4 TSI 140 SE	£19880	138	121	18
1.4 TSI 140 Eleg.	£21580	138	121	19
1.8 TSI 180 Laurin & Klement	£27830	178	136	25
2.0 TSI 220 vRS	£25030	217	142	29
1.6 TDI 105 S	£19380	104	99	13
1.6 TDI 105 SE	£20730	104	99	13
1.6 TDI 105 Eleg.	£22430	104	99	14
2.0 TDI 150 SE	£21735	148	106	19
2.0 TDI 150 Scout 4x4	£25405	148	125	-
2.0 TDI 150 Eleg.	£23330	148	110	20
2.0 TDI 150 Laurin & Klement	£27665	148	107	22
2.0 TDI 150 Laurin Klement 4x4	£29115	148	122	-
2.0 TDI 184 Scout 4x4	£28200	181	129	-
2.0 TDI 184 vRS	£25275	181	117	26
ROOMSTER 5dr mpv Quirky looks, talented package, awkward image ★★★★★				
1.2 S	£12105	69	143	5
1.2 SE	£13575	69	143	6
1.2 TSI 85 S	£12750	84	134</	

NEW CARS A-Z

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
2.0 D-40 Icon	E22345	124	120	22
2.0 D-40 Icon+	E25295	124	120	23
2.0 D-40 Excel	E26145	124	119	23
2.0 D-40 150 Icon	E24500	148	147	25
2.2 D-40 150 Icon+	E26300	148	147	25
2.2 D-40 150 Excel	E27150	148	149	26
2.2 D-CAT 150 Icon	E24450	148	170	25
2.2 D-CAT 150 Excel	E27405	148	170	25
2.2 D-CAT 150i Excel	E28250	148	173	26
VERSO 5dr mpv Ride is firm and boot space limited with all seats in use	★★★★☆			
1.6 V-matic Active 5st	E17770	130	157	13
1.6 V-matic Active 7st	E18300	130	157	13
1.6 V-matic Icon 7st	E20300	130	157	14
1.8 V-matic Icon M'Drive 7st	E21800	145	153	15
1.8 V-matic Excel M'Drive 7st	E24300	145	150	15
1.6 D-40 Active	E19990	122	119	13
1.6 D-40 Icon	E21995	122	119	14
LAND CRUISER V8 5dr 4x4 A dinosaur, but likeable. Pricy to buy and run	★★★★☆			
4.5 D-40	E65725	286	250	48
LAND CRUISER 3dr 4x4 A real go-anywhere vehicle.	★★★★☆			
Spongy on road	★★★★☆			
3.0 D-40 188 LC3	E32765	185	214	31
LAND CRUISER 5dr 4x4 A real go-anywhere vehicle.	★★★★☆			
Spongy on road	★★★★☆			
3.0 D-40 190 LC3	E37015	187	213	31
3.0 D-40 190 LC4	E47465	187	213	34
3.0 D-40 190 LC5	E52915	187	213	38
GTR6 2dr coupé A tail-ont tribute to all our favourite things. Splendid. Cheaper now, too	★★★★☆			
2.0 Primo	E23000	197	180	33
2.0 GTR6	E25000	197	180	33
2.0 Aero	E27500	197	180	33
2.0 Giallo	E27500	197	180	34
2.0 GTR6 auto	E25995	197	164	33
VAUXHALL				
VIVA 5dr hatch Comfortable and spacious, although class leaders are sweeter to drive	★★★★☆			
1.0 EcoFlex SE A-C	E8665	73	99	-
1.0 SE A-C	E8490	73	104	-
1.0 SE	E7995	73	104	-
1.0 EcoFlex SE	E8170	73	99	-
1.0 SL	E9495	73	104	-
ADAM 3dr hatch Certainly looks the part, but there are better superminis ahead of it	★★★★☆			
1.0 S-5 Jam	E13630	113	114	3
1.0 S-5 Giam	E15000	113	114	3
1.0 S-5 Siam	E15500	113	114	3
1.0 S-5 Rocks Air	E16995	113	119	3
1.2 Jam	E11630	69	124	3
1.2 Jam S-5	E11925	69	118	3
1.2 Giam	E13000	69	124	3
1.2 Giam S-5	E13295	69	118	3
1.2 Siam	E13500	69	124	3
1.2 Siam S-5	E13795	69	118	3
1.4 87 Jam	E11955	86	129	6
1.4 87 Giam	E13325	86	129	6
1.4 87 Siam	E13825	86	129	6
1.4 100 Jam	E12480	99	129	9
1.4 100 Jam S-5	E12775	99	119	9
1.4 100 Giam	E13850	99	129	9
1.4 100 Giam S-5	E14145	99	119	9
1.4 100 Siam	E14350	99	129	9
1.4 100 Siam S-5	E14645	99	119	9
1.4 150 Grand Siam	E16995	148	139	14
CORSA 3dr hatch Very refined, stylish and practical.	★★★★☆			
Engines not so good	★★★★☆			
1.0i 90 S-5 Design	E12910	89	102	9
1.0i 90 S-5 SRI	E13605	89	102	9
1.0i 90 S-5 SE	E14250	89	102	9
1.0i 115 S-5 Sting	E10825	113	-	12
1.0i 115 S-5 Sting R	E11175	113	-	12
1.0i 115 S-5 SRI VX-Line	E14640	113	-	12
1.2i 70 Life	E11080	69	126	2
1.2i 70i	E9175	69	126	2
1.2i 70i Design	E11080	69	126	2
1.2i 70i SRI	E11775	69	126	2
1.2i 70i SRI VX-Line	E12810	69	126	2
1.2i 70i SE	E14250	69	126	2
1.4i 90 Life	E11425	89	121	6
1.4i 90i	E9520	89	121	-
1.4i 90i Design	E11425	89	121	-
1.4i 90i Easytronic Design	E12080	89	119	-
1.4i 90i SRI	E12120	89	121	-
1.4i 90i SRI VX-Line	E13155	89	121	-
1.4i 90i SE	E12765	89	121	-
1.4i 100 Turbo SRI	E12775	99	119	10
1.4i 100 Turbo SRI VX-Line	E13810	99	119	10
1.3i 100 S-5 SRI	E13420	99	119	10
1.3i 100 S-5 SRI Life	E13330	74	99	6
1.3i 100 S-5 SRI Design	E13360	74	99	-
1.3i 100 S-5 SRI SRI	E14025	74	99	-
1.3i 100 S-5 SRI SRI VX-Line	E15060	74	99	-
1.3i 100 S-5 SRI SE	E14670	74	99	-
1.3i 100 S-5 SRI SRI VX-Line	E14525	94	85	9
1.3i 100 S-5 SRI SRI VX-Line	E15560	94	85	-
1.3i 100 S-5 SRI SE	E15170	94	85	-
CORSA 5dr hatch Very refined, stylish and practical.	★★★★☆			
Engines not so good	★★★★☆			
1.0i 90 S-5 Design	E13510	89	102	9
1.0i 90 S-5 SRI	E14205	89	102	9
1.0i 90 S-5 SRI	E14850	89	102	9
1.0i 115 S-5 Sting	E11425	113	-	12
1.0i 115 S-5 SRI VX-Line	E15240	113	-	12
1.2i 70 Life	E11680	69	126	2
1.2i 70i	E9175	69	126	2
1.2i 70i Design	E12745	69	126	2
1.2i 70i SRI	E13375	69	126	2
1.2i 70i SRI VX-Line	E13410	69	126	2
1.2i 70i SE	E13020	69	126	2
1.4i 90 Life	E12025	89	121	-
1.4i 90i	E10120	89	121	-
1.4i 90i Design	E12025	89	121	-
1.4i 90i Easytronic Design	E12680	89	119	-
1.4i 90i SRI	E12720	89	121	-
1.4i 90i SRI VX-Line	E13755	89	121	-
1.4i 90i SE	E13665	89	121	-
1.4i 100 Turbo SRI	E13375	99	119	10
1.4i 100 Turbo SRI VX-Line	E14410	99	119	10
1.4i 100 Turbo SE	E14020	99	119	10
1.3i 100 S-5 SRI Life	E13930	74	99	-
1.3i 100 S-5 SRI Design	E13930	74	99	-
1.3i 100 S-5 SRI SRI	E14625	74	99	-
1.3i 100 S-5 SRI SRI VX-Line	E15660	74	99	-
1.3i 100 S-5 SRI SE	E15270	74	99	-
1.3i 100 S-5 SRI SRI	E15125	94	85	-
1.3i 100 S-5 SRI SRI VX-Line	E16160	94	85	-
1.3i 100 S-5 SRI SE	E15770	94	85	-
ASTRA 5dr hatch Good handling, nice engines but over-gear. Focus is better	★★★★☆			
1.3i 100 S-5 ecoFLEX Design	E16835	94	104	9
1.4i VVT 100 Design	E15445	99	129	9
1.4i VVT 100i	E17920	99	129	9
1.4i VVT 100i Excite	E16770	99	129	9
1.4i VVT 100i Tech Line	E17735	108	97	9
1.6i 100i ecoFLEX Design S-5	E23175	108	97	9
1.6i 100i ecoFLEX Elite S-5	E21740	108	97	9
1.6i 100i ecoFLEX Tech Ln S-5	E18910	108	97	9
1.6i 100i ecoFLEX Elite S-5	E23770	134	104	9
1.6i 100i ecoFLEX SRI S-5	E22335	134	104	9
1.6i 100i ecoFLEX SRI S-5	E18330	134	104	9
1.6i 100i ecoFLEX Tech Ln S-5	E19505	134	104	9
1.6i 100i ecoFLEX Tech Ln S-5	E19770	108	97	9
1.6i 100i ecoFLEX Tech Ln S-5	E20365	134	104	9
1.6i VVT 115 Design	E16160	114	147	12
1.6i VVT 115i	E18635	114	147	12
1.6i VVT 115i Excite	E17610	114	147	12
1.6i VVT 115i Tech Line GT	E17485	114	147	12
1.6i VVT Tech Line	E19995	158	119	20
2.0i 100i ecoFLEX Tech LS S-5	E19995	158	119	20
2.0i 100i ecoFLEX Tech LS S-5	E20855	158	119	21
2.0i 100i ecoFLEX SRI S-5	E18865	99	129	9
2.0i 100i ecoFLEX SRI S-5	E22825	158	119	21
2.0i 100i ecoFLEX SRI S-5	E24205	192	134	21
ASTRA 5dr estate More composed than the hatch. A very decent small estate	★★★★☆			
1.3i 100i ecoFLEX Design S-5	E18200	94	109	9
1.4i VVT 100 Design	E16480	99	137	9
1.4i VVT 100i	E17805	99	137	9
1.4i VVT 100i Tech Line	E24190	99	137	9
1.6i 100i ecoFLEX Design S-5	E18755	108	97	14
1.6i 100i ecoFLEX SRI S-5	E22755	108	97	14
1.6i 100i ecoFLEX SRI S-5	E19930	108	97	14
1.6i 100i ecoFLEX Tech Ln S-5	E24785	134	104	14
1.6i 100i ecoFLEX SRI S-5	E19350	134	104	14
1.6i 100i ecoFLEX SRI S-5	E23350	134	104	14
1.6i 100i ecoFLEX Tech Ln S-5	E20525	134	104	14
1.6i VVT 115 Design	E17145	114	149	12
1.6i VVT 115i	E22295	114	149	12
1.6i VVT Tech Line	E18505	114	149	12
2.0i 100i ecoFLEX SRI S-5	E25275	162	124	20
2.0i 100i ecoFLEX Tech Line S-5	E21015	162	124	20
1.6i VVT SRI	E20600	114	149	12
2.0i 100i 165 SRI S-5	E23840	162	124	21
2.0i 100i 195 Biturbo S-5	E25220	192	134	21
ASTRA GTC 3dr coupé Good looking three-door with the dynamics to match	★★★★☆			
1.4i 16v 140 Sport auto	E21570	118	159	16
1.4i 16v 140 SRI auto	E22795	118	159	16
1.6i 200i Sport S-5	E21595	202	168	25
1.6i 200i SRI S-5	E22820	202	168	25
2.0i 100i 165 Sport auto	E23780	163	149	20
2.0i 100i 165 SRI auto	E25005	163	149	20
1.4i 16v 120i Sport S-5	E19355	118	139	13
1.4i 16v 140i Sport S-5	E20245	138	139	16
1.4i 16v 120i SRI S-5	E21070	118	139	14
1.4i 16v 140i SRI S-5	E21470	138	139	16
2.0i 280i VXR	E27620	276	189	35
2.0i 100i 165 SRI S-5	E22300	163	127	20
2.0i 100i 165 SRI S-5	E23525	163	127	20
2.0i 100i 195 Biturbo S-5	E22520	192	129	-
CASCADA 2dr open Comfortable and credible alternative to the usual roadsters	★★★★☆			
1.6i 200i Elite	E29510	202	168	24
1.4i 140i Elite S-5	E24500	138	148	20
1.4i 140i Elite S-5	E27875	138	148	21
1.6i 140i Elite S-5	E27600	168	168	24
2.0i 100i 165 SRI S-5	E30495	168	168	24
2.0i 100i 165 SRI S-5	E26480	163	138	23
2.0i 100i 165 SRI S-5	E28580	163	138	23
2.0i 100i 195 Biturbo Elite S-5	E30065	192	138	27
INSIGNIA 5dr hatch Nearly as good as a Mondeo.	★★★★☆			
1.4i 100 Turbo SRI	E20394	138	123	15
1.4i 100 Turbo SRI VX-Line	E24229	168	139	20
1.6i 170i Elite Nav	E17679	138	164	14
1.8i VVT SRI	E19479	138	164	14
2.0i 100i 120i Design Nav	E19934	118	99	15
2.0i 100i 120i Elite Nav	E24114	118	99	16
2.0i 100i 120i SRI Nav	E21734	118	99	15
2.0i 100i 120i SRI VX-Line Nav	E22954	118	99	16
2.0i 100i 120i SRI VX-Line Nav	E18244	118	112	16
2.0i 100i 130i Design Nav	E19094	128	112	16
2.0i 100i 130i SRI	E21614	128	112	16
2.0i 100i 130i SRI	E20044	128	112	16
2.0i 100i 130i SRI	E20044	128	112	16
2.0i 100i 130i SRI	E20894	128	112	16
2.0i 100i 130i SRI	E21264	128	112	16
2.0i 100i 130i SRI VX-Line Nav	E22114	128	112	16
2.0i 100i 130i SRI	E20184	138	99	19
2.0i 100i 140i Elite Nav	E24364	138	99	19
2.0i 100i 140i SRI Nav	E21984	138	99	19
2.0i 100i 140i SRI VX-Line Nav	E23204	138	99	19
2.0i 100i 170i SRI Nav	E22134	168	114	20
2.0i 100i 195 Biturbo SRI Nav	E25804	192	125	24
2.0i 100i 195 Biturbo SRI VX-Line Nav	E28359	192	149	24
2.0i 100i 195 Biturbo SRI VX-Line Nav	E27024	192	125	24
2.0i 100i 250i Elite S-5	E24814	247	169	26
2.0i 100i 250i SRI VX-Line Nav	E30129	247	169	26
2.8i VXR Supersport	E30625	321	249	37
1.4i 140i Design	E17744	138	123	15
1.4i 140i Design Nav	E18594	138	123	15
1.4i 140i Energy	E21199	138		

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
2.0 TDI 150 Design	£221175	148	119	20
2.0 TDI 150 Sport	£22995	148	119	21
BEEETLE 2dr open Huge improvement, but Golf underneath is superior	★★★★★			
1.2 TSI 105	£19230	104	129	15
1.2 TSI 105 Design	£21625	104	129	16
1.4 TSI 150 Design	£23515	148	138	22
1.4 TSI 150 Sport	£25115	148	138	22
2.0 TDI 110	£21040	108	115	15
2.0 TDI 110 Design	£23415	108	115	16
2.0 TDI 150 Design	£24245	148	120	23
2.0 TDI 150 Sport	£25845	148	120	23
2.0 TSI 220 Sport	£26345	217	154	29
CC 4dr saloon Loses a name and adds some flair, but never compels	★★★★★			
1.4 TSI 160 BMT	£25050	158	144	27
2.0 TDI 177 BMT GT	£29820	177	120	27
2.0 TSI 210 GT	£29285	208	169	29
2.0 TSI 210 R-Line	£29935	208	169	32
2.0 TSI 210 BMT	£26115	138	119	23
2.0 TDI 140 BMT GT	£27695	138	119	24
2.0 TDI 177 BMT R-Line	£30470	177	120	28
EOS 2dr cc Pleasant and predictable drive. Feeling old now	★★★★★			
1.4 TSI 160 Sport	£27610	158	157	24
2.0 TSI 210 Sport	£29610	208	165	28
2.0 TDI Blue Tech Sp.	£28185	138	125	23
2.0 TDI Blue Tech Exec.	£31325	138	125	23
SCIROCCO 3dr coupé A complete coupe. Entertaining, practical and stylish	★★★★★			
1.4 TSI 125	£20735	123	125	12
1.4 TSI 125 GT	£22585	123	125	13
2.0 TSI 180	£22790	178	142	31
2.0 TSI 220 GT	£26125	217	142	37
2.0 TSI 220 R-Line	£28195	217	139	37
2.0 TSI 280 R	£32580	276	187	42
2.0 TDI 150	£23455	148	109	27
2.0 TDI 150 GT	£25305	148	109	28
2.0 TDI 150 R-Line	£27375	148	109	28
2.0 TDI 184 GT	£26305	181	115	31
2.0 TDI 184 R-Line	£28375	181	115	31
PASSAT 4dr saloon Supremely well-executed family-sized prospect	★★★★★			
1.6 TDI 120 S	£22320	118	105	15
1.6 TDI 120 SE	£23460	118	105	12
1.6 TDI 120 SE Business	£24115	118	105	12
1.6 TDI 120 GT	£25420	118	109	13
2.0 TDI 150 S	£23445	148	106	21
2.0 TDI 150 SE	£24585	148	106	19
2.0 TDI 150 SE Business	£25240	148	106	19
2.0 TDI 150 GT	£26545	148	109	19
2.0 TDI 150 R-Line	£27540	148	109	19
2.0 TDI SCR 190 GT	£27895	187	107	22
2.0 TDI SCR 190 R-Line	£28890	187	107	23
2.0 TDI 240 BITDI SCR GT	£34625	237	139	28
2.0 TDI 240 BITDI SCR R-Line	£35620	237	139	28
PASSAT 5dr estate Supremely well-executed family-sized prospect	★★★★★			
1.6 TDI 120 GT	£26970	118	110	13
1.6 TDI 120 S	£23870	118	107	15
1.6 TDI 120 SE	£25010	118	107	12
1.6 TDI 120 SE Business	£25665	118	107	12
2.0 TDI 150 GT	£28095	148	110	19
2.0 TDI 150 R-Line	£29090	148	110	19
2.0 TDI 150 S	£24995	148	107	21
2.0 TDI 150 SE	£26135	148	107	19
2.0 TDI 150 SE Business	£26790	148	107	19
2.0 TDI 190 SCR GT	£29445	187	110	22
2.0 TDI 190 SCR R-Line	£30440	187	110	23
2.0 TDI 240 BITDI SCR GT	£36175	237	140	28
2.0 TDI 240 BITDI SCR R-Line	£37170	237	140	28
PHAEON 4dr saloon Big VW feels old now, and struggles to justify its price	★★★★★			
3.0 V6 TDI 240 SWB	£55550	236	224	45
3.0 V6 TDI 240 LWB	£58110	236	224	45
TOURAN 5dr mpv Good chassis but little inspiration. Bland appearance	★★★★★			
2.0 TDI 177 Sport	£28500	177	150	24
1.2 TSI 105 S	£19940	104	129	15
1.4 TSI 140 SE	£23750	138	159	18
1.6 TDI 105 Blue Tech S	£21750	104	121	14
1.6 TDI 105 BlueTech SE	£23855	104	121	14
2.0 TDI 140 Blue Tech SE	£25620	138	127	19
2.0 TDI 140 BlueTech Sp.	£27080	138	127	19
SHARAN 5dr mpv Refined, flexible big MPV. Seat version is cheaper	★★★★★			
2.0 TDI 177 SE	£30730	177	152	23
2.0 TDI 177 SEL	£33630	177	152	23
1.4 TSI 150 S	£25500	148	167	16

AUTOCAR TOP FIVES

City cars



1 Volkswagen Up From £8000
VW's city car is no revolution – just a trademarked effort to beat its rivals on finish, refinement and economy. ★★★★★



2 Hyundai i10 From £8000
The latest i10 prioritises maturity over its former liveliness, but the refined result is still a first-rate city car. ★★★★★



3 Suzuki Celerio From £9000
Pleasing to drive, cheap to buy and decent to sit in, the Celerio is a no-nonsense option – and very likeable for it. ★★★★★



4 Fiat Panda From £9000
While the Panda may not have quite kept pace with its rivals, it still sells robust, practical charm better than any. ★★★★★



5 Vauxhall Viva From £8000
A derivative and charisma-free take on the modern city car, but not devoid of usability or space. Cabin decent, too. ★★★★★

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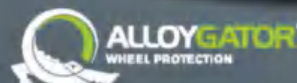
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ROAD TEST RESULTS

Make and Model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb/ft)	Mph/1000rpm	Mpg test/combined	Weight (kg)	TEST DATE
EVORA 2dr coupé ★★★★★	162	5.4	13.0	4.7	8.2	2.3	276	258	27.8	24/33	1382	26.8.09
Evora 2+2	172	4.5	11.3	4.0	6.8	2.4	345	295	34.8	21/26	1430	30.3.11
EXIGE S 2dr coupé ★★★★★	170	4.1	9.6	3.7	5.5	2.5	345	295	27	21/30	1176	3.4.13
Exige S	170	4.1	9.6	3.7	5.5	2.5	345	295	27	21/30	1176	3.4.13

MASERATI													
GRANTURISMO 2dr coupé	★★★★★												
4.2 GT	177	5.6	13.0	4.9	*2.8	2.8	400	339	32.1	18/27	1975	2.2.08	
GRANCABRIO 2dr open	★★★★★												
4.7 V8	175	5.1	11.9	4.5	11.2	2.4	433	362	32.1	17/22	2085	14.7.10	
GHIBLI 4dr saloon	★★★★★												
Diesel	155	6.5	17.2	6.0	5.1	2.7	271	443	43.3	31/40	1835	12.3.14	

MAZDA													
2.5dr hatch ★★★★★													
1.5 Sky-V-G SE	114	10.4	38.0	7.0	20.2	3.1	89	109	27.9	51/55	1050	22.4.15	
3.5dr hatch ★★★★★													
2.2 SE-L	130	9.0	26.6	9.1	9.9	3.0	148	280	29.7	46/60	1470	4.12.13	
5.5dr MPV ★★★★★	111	12.5	-	13.4	11.1	2.9	113	199	31.3	35/40	1555	16.2.11	
1.6D Sport													
6.4dr saloon/5dr estate ★★★★★													
2.2 Sport Nav	139	7.9	21.2	7.1	7.9	2.7	173	309	35	44/56	1480	23.1.13	
MX-5 2dr open ★★★★★													
1.5 SE-L Nav	127	8.4	24.8	7.9	14.7	3.3	129	111	24.5	46/49	1050	2.9.15	
3.5D SE-L hatch ★★★★★													
1.5D SE-L Nav	110	10.3	34.7	10.3	10.3	-	104	199	34.8	59/60	1275	22.7.15	
CX-5 SE hatch ★★★★★													
2.2 Sport Nav	126	9.4	28.0	9.1	9.7	2.3	148	280	34.9	24/55	1575	13.6.12	

MCLAREN													
650S 2dr coupé/roadster ★★★★★													
3.8 V8 Spider	204	3.2	6.3	2.2	5.9	2.5	641	500	35.4	18/24	1468	30.7.13	
P1 2dr coupé ★★★★★													
P1	217	2.8	5.2	2.2	6.0	2.3	903	664	36.0	19.6/-	-	7.5.14	

MERCEDES-AMG													
C63 4dr saloon	★★★★★												
C63		155	4.4	9.7	3.4	7.5	2.7	469	479	38.1	19/25	1715	3.6.15
GT 2dr coupé	★★★★★												
S		193	3.6	7.8	2.8	5.5	2.5	503	479	34.7	20/29	1715	29.7.15

MERCEDES-BENZ														
A-CLASS 5dr hatch	★★★★★	A200 CDI Sport	130	8.9	28.3	9.0	10.1	2.5	134	221	37.1	48/58	1475	7.11.12
A45 AMG	★★★★★	B200 CDI Sport	130	9.4	28.8	9.6	11.9	2.7	134	221	38.1	27/37	1555	14.8.13
B-CLASS 5dr MPV	★★★★★	C63 AMG Black	186	4.0	9.2	3.3	7.5	2.66	510	457	37.2	15/25	1775	5.9.12
NEW C-CLASS 4dr	★★★★★	C220 Bluetec	145	8.1	22.9	8.1	11.7	2.8	168	295	42.4	41/51	1700	23.7.14
CLA 4dr coupé	★★★★★	220 CDI Sport	143	8.3	23.1	8.0	4.8	2.9	168	258	37.3	44/54	1525	26.6.13
SLK 2dr cc	★★★★★	SLK 200	149	7.5	18.9	7.0	9.9	2.8	181	184	31.3	30/41	1485	27.7.11
E-CLASS 4dr saloon/5dr estate/2dr convertible	★★★★★	E250 CDI auto	149	7.7	20.3	7.4	*4.4	2.9	201	367	34.8	36/42	1780	24.6.09
E350 CDI estate	★★★★★	E250 CDI estate	149	6.9	19.2	6.9	*4.0	2.9	228	398	38.9	29/36	1995	17.2.10
E250 CGI cab	★★★★★	CLS 4dr coupé/5dr estate	155	7.4	19.6	7.5	4.5	2.4	201	229	30.0	26/36	1745	14.4.10
350 BlueEFF.	★★★★★	350 CDI S Brake	155	6.5	16.0	5.7	*3.3	2.5	302	273	37.6	29/38	1775	13.4.11
350 CDI S Brake	★★★★★	S-CLASS 4dr saloon/2dr coupé	155	7.0	18.5	6.4	*3.8	2.9	261	457	39.6	36/43	1980	9.1.13
S63 AMG coupé	★★★★★	G53 AMG coupé	155	4.5	9.6	3.4	6.8	2.7	577	664	42.8	22/25	2070	3.12.14
GLA 5dr 4x4	★★★★★	220 CDI SE	134	8.1	23.8	7.8	4.7	2.65	168	258	36.4	40/48	1535	14.5.14
M-CLASS 5dr 4x4	★★★★★	ML250	130	8.8	28.4	9.3	11.0	2.9	201	368	36.2	38/41	2310	2.5.12
GL 5dr 4x4	★★★★★	GL350 AMG Spt	137	8.3	24.8	8.2	5.0*	2.6	255	457	37.7	28/33	2455	24.7.13
SL 2dr convertible	★★★★★	SL500	155	4.3	9.9	3.6	6.5	2.7	429	516	39.6	10/24	1815	8.8.12
SL63 AMG	★★★★★	SL65 AMG	155	4.6	10.4	3.8	8.7	2.5	518	465	34.3	17/21	2000	7.5.08
SL65 Black	★★★★★	SL65 Black	200	4.2	8.5	3.0	6.0	2.5	661	737	37.4	16/22	1880	8.4.09

C-CLASS 4dr saloon/2dr coupe ★★★★★													
S350 Bluetec	155	4.3	19.0	6.8	★3.9	2.7	255	457	45.6	34/44	1975	16.10.13	
S63 AMG coupe	155	4.5	9.6	3.4	6.8	2.7	577	664	42.8	22/25	2070	3.12.14	
GLA 5dr 4x4 ★★★★★	134	8.1	23.8	7.8	4.7	2.65	168	258	36.4	40/48	1535	14.5.14	
M-CLASS 5dr 4x4 ★★★★★	130	8.8	28.4	9.3	11.0	2.9	201	368	36.2	38/41	2310	2.5.12	
GL 5dr 4x4 ★★★★★	137	8.3	24.8	8.2	5.0*	2.6	255	457	37.7	28/33	2455	24.7.13	
GL 430 AMG Spt 137	8.3	24.8	8.2	5.0*	2.6	255	457	37.7	28/33	2455	24.7.13		
S2 dr convertible ★★★★★	155	4.3	9.9	3.6	6.5	2.7	429	516	39.6	10/24	1815	8.8.12	
SL500	155	4.3	9.9	3.6	6.5	2.7	429	516	39.6	10/24	1815	8.8.12	
SL63 AMG	155	4.6	10.4	3.8	8.7	2.5	581	465	34.3	17/21	2000	7.5.08	
SL65 Black	200	4.2	8.5	3.0	6.0	2.5	616	737	34.7	16/22	1880	8.4.09	

MG													
3 5dr hatch ★★★★★													
1.5 3Form Spt	108	11.4	41.5	11.6	19.6	2.8	105	101	22.2	37/41	1150	25.12.13	
6 5dr hatch ★★★★★													
1.8 T	120	8.8	25.8	9.2	11	2.8	158	159	28	29/37	1525	11.5.11	

MINI													
MINI 3dr hatch ★★★★★													
Cooper S	146	6.9	17.1	5.9	6.7	2.5	189	221	26.4	35/54	1235		2.4.14
JCW GP	150	6.6	14.9	5.2	5.6	2.4	215	192	23.6	34/45	1160		20.2.13
COUNTRYMAN 5dr hatch ★★★★★													

Cooper D All4	115	11.1	-	11.5	16.1	2.6	110	199	34.8	39/43	1475	29.9.10
COUPE 2dr coupé	★ ★ ★ ☆ ☆											
CJW	149	7.2	17.0	6.0	6.0	2.8	208	207	23.9	33/46	1230	26.10.11
ROADSTER 2dr convertible	★ ★ ★ ★ ☆											
Cooper S	141	8.1	19.9	7.3	8.0	2.5	182	177	23.7	33/45	1260	9.5.12

MITSUBISHI													
ASX 5dr hatch ★★★★★													
1.8 DiD 3	124	10.0	28.8	10.1	8.6	2.8	148	221	29.6	49/57	1490	217.10	
OUTLANDER 5dr 4x4 ★★★★★													
2.2 DiD GX5	118	10.2	32.9	10.1	11.1	3.07	147	265	34.7	38/45	1675	273.13	
2.2 DiD GX5	118	10.2	32.9	10.1	11.1	3.07	147	265	34.7	38/45	1675	273.13	

NOTE 5dr hatch ★★★★★	1.2 Acenta Prm	106	12.6	-	13.4	20.3	2.9	79	81	21.8	42/54	1036	9.10.13
PULSAR 5dr hatch ★★★★★	1.5 dCi n-tec	118	10.9	35.5	10.8	13.1	2.9	108	192	35.7	50/57	1307	12.11.14
JUNE 5dr hatch ★★★★★	Acenta 1.6	111	10.3	41.6	9.9	12.7	3.0	115	117	19.5	36/46	1230	3.11.10
QASHQAI 5dr hatch ★★★★★	Nismo 1.6	134	6.9	17.2	6.0	7.2	2.5	197	184	23.8	31/39	1295	22.5.13
LEAF 5dr hatch ★★★★★	Nismo RS	137	7.5	18.7	6.0	9.0	3.2	215	207	23.9	34/35	1341	11.3.15
Leaf ★★★★★	Leaf	91	10.9	-	11.4	7.3	2.8	107	207	8.76	320Wh/m	1545	27.4.11
QASHQAI 5dr hatch ★★★★★	1.5 dCi 2WD	113	10.8	39.2	11.1	12.9	2.9	109	192	35.0	49/56	1365	19.2.14
X-TRAIL 5dr hatch ★★★★★	1.6 dCi 2WD	117	11.2	39.7	11.7	11.2	3.0	128	236	32.8	42/48	1550	13.8.14
370Z 2dr coupé ★★★★★	370Z	155	5.4	12.8	4.7	9.9	2.4	326	270	30.5	26/34	1508	29.7.09
GT-R 2dr coupé ★★★★★	Black Edition	193	3.8	8.5	3.6	5.3	2.5	478	434	28.1	19/28	1775	6.5.09

Acnta 1.6	11	10.3	41.6	9.9	12.7	3.0	115	11	18.7	31.9	36/46	1230	311.10
Nismo 1.6	134	69	17.2	6.0	7.2	2.5	197	184	23.8	31/39	1239	225.13	
Nismo RS	137	75	18.7	6.0	9.0	3.2	215	207	23.9	34/35	1341	113.15	
LEAF 5dr hatch	★★★★★												
Leaf	91	10.9	—	11.4	7.3	2.8	107	207	8.76	32.0Wh/m	1545	274.11	
QASHQAI 5dr hatch	★★★★★												
1.5 dCi 2WD	113	10.8	39.2	11.1	12.9	2.9	109	192	35.0	49/56	1365	192.14	
X-TRAIL 5dr hatch	★★★★★												
1.6 dCi 2WD	117	11.2	39.7	11.7	11.2	3.0	128	236	32.8	42/48	1550	138.14	
370Z 2dr coupé	★★★★★												
370Z	155	5.4	12.8	4.7	9.9	2.4	326	270	30.5	26/34	1508	297.09	
GTR 2dr coupé	★★★★★												
Black Edition	193	3.8	8.5	3.6	5.3	2.5	478	434	28.1	19/28	1775	6.509	

NOBLE													
M600 2dr coupé	★★★★★												
M600		225	3.5	6.8	2.5	4.7	2.45	650	604	29.9	18/25	1305	14.10.09
PEUGEOT													
208 3/5dr hatch	★★★★☆												
1.2 VTi Active		109	14.2	-	14.5	9.1	2.9	81	87	21.2	41/45	1080	18.7.12
GTi 30th		143	6.5	16.1	5.8	6.7	2.9	205	221	25.6	41/42	1160	11.2.15
308 3/5dr hatch	★★★★★												
1.6 e-HDi 151		118	10.1	32.6	10.4	13.9	3.0	114	199	38.5	48/59	1395	15.1.14
508 SW estate	★★★★★												
2.0 HDi 163		138	9.6	28.6	9.7	5.8	2.57	161	255	32.3	32/46	1680	25.5.11
2008 Mini SUV	★★★★★												

3008 5dr hatch ★★★★★													
Sport HDI 150	121	9.4	29.1	9.1	9.5	2.1	148	251	32.2	44/50	1580		11.11.09
Hybrid4	118	9.0	31.6	8.9	8.6	2.6	161+36221+14832.7	41/49	1790				25.1.12
5008 5dr MPV ★★★★★													
1.6 HDI 110	114	13.0	22.0	13.2	9.8	3.1	107	192	28.1	20/48	1547		27.1.10
RCZ 3dr coupé ★★★★★													
R THP 170	155	6.8	15.3	5.5	5.8	3.0	266	243	24.2	36/44	1355		12.2.14
PORSCHE													
BOXSTER 2dr convertible ★★★★★													
S 3.4	172	4.7	11.4	4.2	14.2	2.9	311	266	40.3	25/32	1420		27.6.12
CAYMAN 3dr coupé ★★★★★													
2.7	165	5.9	13.6	5.1	8.2	2.7	271	214	23.9	29/34	1385		24.4.13



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D7 SON Dyson	BAS 50N AVE 2Y I3 ACK	Asson Avery Back	COT 70M COT 170N C12 ABB	Corner Corrie Cottam	GII ARD GII3 SSS GWE IIT	Guard Guess Gwent	LYN 4S LYN 37E LYI NNE	Lynas Lynette Lynne	PAR 22IS PAR 550N PAR 770N	Parson Parson Pask	STI2 ANG STU 427T STU 427T	Strang Strutt Stuart
KI25 TEN Kirsten	BAL I4D BAI MER B412 KER	Ballad Balmer Barker	COI2 NER COI2 NER COI2 NER	Coulton Crabb Crick	GII ARD GII3 SSS GWE IIT	Guard Guess Gwent	LYN 4S LYN 37E LYI NNE	Lynas Lynette Lynne	PAR 22IS PAR 550N PAR 770N	Parson Parson Pask	STI2 ANG STU 427T STU 427T	Strang Strutt Stuart
PEA 4K Peak	B42 TER BAI2 TLE BAI2 TLE	Barter Bartie Batey	COI2 NER COI2 NER COI2 NER	Crabb Crick Crown	GII ARD GII3 SSS GWE IIT	Guard Guess Gwent	LYN 4S LYN 37E LYI NNE	Lynas Lynette Lynne	PAR 22IS PAR 550N PAR 770N	Parson Parson Pask	STI2 ANG STU 427T STU 427T	Strang Strutt Stuart
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Rear View Mirror: tales from our archive

Green light for Jag's new E-Type

11 November 1992



The 37 years between the demise of the E-Type in 1975 and the launch of the F-Type in 2012 were packed with 'what if' and 'nearly' moments as Jaguar explored how to replace the most famous and beautiful car of all time.

The XJS may have immediately followed the E-Type out of Browns Lane, remaining in production until 1996, but, fine as it was, it would never be seen as a true successor. Nor was it trying to be.

The 'F-Type' nearly arrived in the mid-1980s, with the XJ-41 convertible and XJ-42 coupé designed to replace the XJS with a model much more akin to the E-Type, until new owner Ford arrived and killed a project that, in truth, had spent too long in development by that point and had gotten too heavy anyway.

Then came the X100 in 1996, a car we know now as the XK, but in Autocar's scoop story of 11 November 1992, all signs pointed to the fact that the E-Type's true successor, the F-Type, was coming.

An intrepid news reporter by the name of Steve Croyley got the scoop. "At last, Ford and Jaguar bosses have given their backing to a spiritual successor to the E-Type," Croyley reported. "This stunning sports car, an XJS replacement codenamed X100, is due on sale in 1996."

Croyley continued: "The X100 will use a modified version of the present XJS floorpan and suspension, but far from being a straightforward XJS

'Some of the UK's finest suspension engineers will make the X100 the sports car the XJS never was. This will be a car to be driven'

replacement, it is expected to be lighter, smaller and much more nimble."

The X100 was to be "superbly styled" and be powered by a new four-cam, 32-valve, 4.0-litre AJ26 V8 from a modular family of engines to come from Ford's Bridgend factory. Performance was tipped to match the 5.3-litre V12-powered XJS of the day, with a 140mph top speed and a 0-60mph time of less than seven seconds.

As for the handling, Croyley reported that "the efforts of some of the UK's finest suspension engineers will make the X100 the sports car the XJS never was. This will be a car to be driven."

Croyley's sources had told him that the car was signed off in October 1992 at a meeting in Coventry between Ford and Jaguar bosses, a decision that "sent an unprecedented wave of optimism and excitement through

Jaguar's Browns Lane headquarters". Indeed, so enthused were Jaguar's 14 bosses with the car that "every one of them has claimed he'd spend his own money to buy one".

On those looks, the X100 was the work of Jaguar's in-house design team, headed by Geoff Lawson and Keith Helfet. The design saw off challenges from Ford HQ's design studio in Dearborn and the Ghia studio in Turin, something Croyley noted as significant, with Lawson and Helfet being able to "preserve the traditional Jaguar look".

Before the X100 could be launched four years after Croyley's scoop, Jaguar had to overcome sagging sales in its key US and UK markets and also get the X300 into production as a replacement for the XJ6. The XJS also had to be kept fresh in the intervening years.

"Lingering problems or not," Croyley started his sign-off, "this is a great moment in Jaguar's history. Concrete plans are now afoot for the beleaguered company to produce its most keenly awaited car, its most radical design in 30 years and a probable lifesaver."

The X100 did go on sale in 1996, but by then it was called the XK. Still more GT than sports car, the XK stayed in production until last year, by which time the E-Type had been replaced in Jaguar's line-up once and for all with a proper sports car. Called F-Type, of course.

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** 17.1% of drink drive accidents are between hours of 5am and 1pm (Source: Dept. for Transport, Road Accidents and Safety Annual Report 2010)

* 4 Pints of Abbot Reserve contain 14.8 units of alcohol (Source: Greene King) and each unit takes 1 hour to leave the body (Source: NHS). Therefore 14.8 hours after 9pm the alcohol will have passed from the body.

35 AWARDS

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T	H	E	R	M	O	D	Y	N	A	M	I	C
F	E	K	M	V	T	A	H	I	L	A	E	E
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CITROËN prefers TOTAL. Model shown: C4 Cactus PureTech 82 manual Flair. OTR price £16,490 (incl. Polar White paint and Chocolate Airbump® at extra cost of £250 and £150 respectively).

Official Government Fuel Consumption Figures (litres per 100km/mpg) and CO₂ Emissions (g/km) (Range). Highest: Citroën C4 Cactus PureTech 110 S&S manual: Urban 5.8/48.7, Extra Urban 4.0/70.6, Combined 4.7/60.1, 107 CO₂. Lowest: Citroën C4 Cactus BlueHDi 100 S&S manual with 15 inch wheels: Urban 3.5/80.7, Extra Urban 3.0/94.2, Combined 3.1/91.1, 82 CO₂. MPG figures are achieved under official EU test conditions, intended as a guide for comparative purposes only, and may not reflect actual on-the-road driving conditions.